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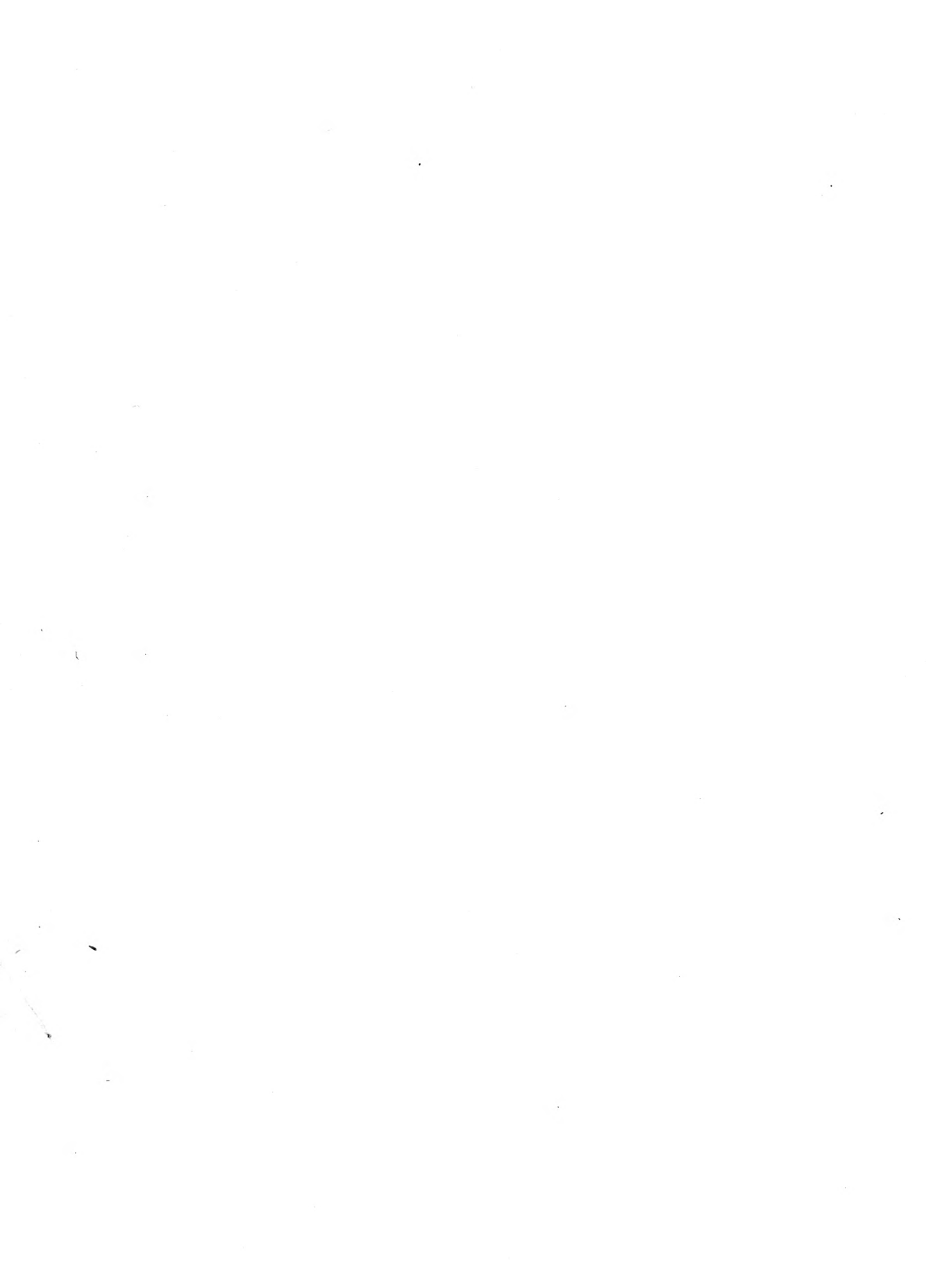
GEORGE ENGELMANN PAPERS

BY

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America's
Successful Men of Affairs

An Encyclopedia of Contemporaneous Biography

EDITED BY HENRY HALL, 1845
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INTRODUCTION.

This encyclopedia of biographies of "America's Successful Men of Affairs" is the only work of its class ever published. Thoroughly national, covering every part of the United States, it presents sketches of the lives of the most conspicuous of those who have been active in business since the Civil War and have attained the most marked success. While nearly all of the men, whose biographies appear in these volumes are or have been persons of large possessions, they have not been included solely because of their wealth. Works of American biography have so far dealt mainly with the lives of government officials, clergymen, poets, teachers, soldiers, editors, authors, explorers, and other members of professions, who while accomplishing a great work and exercising a useful influence, have done comparatively little directly for the material welfare of their fellow men or the actual development of their country. It is a singular fact that these works have, with a single exception, almost absolutely ignored the business men of the country, whether living or dead.

It would seem, however, as if the lives of the great pioneers, merchants, manufacturers, railroad builders and other practical men of a nation like America, constituted as important a part of the country's history as those of any other class. In the field of purely material effort, it is these men who have brought the wild lands under cultivation, developed the mines, forests and farms, built the railroads, steamboat lines and canals, set afloat and managed the shipping, organized the corporations, and introduced the new processes in science and mechanics, which have so greatly reduced the cost and promoted the comfort of living while contributing to the power and prestige of the nation itself. They have dotted the surface of nearly every State with manufactories and provided employment, wages and homes for millions of their countrymen. The great cities are largely their creation. In the realm of education, science and art, these men are the pillars upon which the whole structure rests. It is by them that the colleges, schools, churches and philanthropic institutions are built and maintained. They found the great museums, provide the means for monuments, statues, libraries, reading rooms and researches in science, publish the books, buy the paintings, pay the larger part of the taxes, sustain the political campaigns, and in general provide the subsistence and a stage for the activities of the whole aggregation of other men, to whose lives existing works of biography are generally devoted.

The failure to consider the lives of men of affairs as of historical importance is a curious feature of a great many otherwise excellent volumes of biography. It is to remedy, in a measure, a serious omission in the literature of the times that this compilation has been undertaken.

The majority of men whose lives are presented in this work are yet active in affairs. These volumes are, therefore, almost wholly devoted to contemporary biography. In this respect they are unique. When John F. Slater, Daniel Hand and Seth Low each gave \$1,000,000 to the cause of education, and John D. Rockefeller and Daniel B. Fayerweather gave yet larger sums, existing works could be searched in vain for the story of their lives. From time to time, the attention and gratitude of the people of America are powerfully awakened by the princely gift, personal achievement or public spirited labors of some fellow citizen, whose name may possibly be known outside of the circle of his immediate acquaintance but of whose career there is no public record. A laudable curiosity is felt in such a case concerning the new benefactor of his race. It is hoped that the present work will meet in this respect a public want.

The biographies of prominent business men are of general interest. All are full of instruction, some are replete with romance. One fact to which they call renewed attention is that the vast majority of successful men have made their own way in life, beginning with no capital beyond their own good health, sound common sense and weekly wages in the store, shop, mine, or mill, or on the farm or railroad. They illustrate the encouraging fact that America is a land in which a man can start from the lowest level of poverty and obscurity and rise, honestly, by his own exertions, to influence and fortune, if he is capable of self sacrifice, untiring labor and intelligent effort. Men born upon the farm or in the country village, orphaned when young, compelled to face the hardships of existence while not yet of age, and forced into the arena with no other education than that of the country school, have been able to educate themselves, to initiate great movements, found institutions of learning and charity, exercise a beneficent influence in the highest social circles, and sway the destinies of a people by their talents in the field of practical affairs. These biographies should teach a lesson of courage and hope to all young men who are starting in life under inauspicious circumstances.

Volume I. is devoted to that cluster of communities known popularly under the name of the Greater New York.



AMERICA'S SUCCESSFUL MEN.

THE CITY OF NEW YORK.

HENRY EUGENE ABBEY, dramatic manager, descends from Connecticut ancestry, and was born in Akron, O., June 27, 1846. A student in the public schools of Akron during boyhood, he began life as clerk in his father's jewelry store. He rose to partnership, and in 1873, succeeded to the business. In 1869, he leased the Akron Theatre, which he managed with so much success, that in 1876 he leased the Park Theatre in New York city, and from that time forward devoted his energies entirely to dramatic affairs. He is now the manager of Abbey's Theatre, at 1402 Broadway, and the Metropolitan Opera House, 1415 Broadway, and, in Boston, of the Tremont Theatre. Mr. Abbey was married in 1876 to Miss Kate Kingsley of Northampton, Mass., who died in 1883. In 1886, he married Florence Gerard of Boston. His one daughter is Kate Kingsland Abbey. Mr. Abbey has been elected to membership in the New York, Manhattan, New York Yacht and Larchmont Yacht clubs, and the Ohio Society.

ABRAHAM ABRAHAM, a leading dry goods merchant of Brooklyn, was born in New York city, March 9, 1843. His father, Judah Abraham, a native of Bavaria, one of the earliest German settlers in this city, emigrated hither in 1835. The young man learned the dry goods trade in Newark, N. J., as an apprentice, beginning at the age of fourteen. Later he aided his father in a wholesale dry goods store, and then in 1865 formed a partnership with Joseph Wechsler, under the title of Wechsler & Abraham, and started a small retail dry goods store on Fulton street in Brooklyn, with a few employés. The partners were practical and extremely industrious, and their success led to repeated enlargements, culminating in the erection of a large store at 422 Fulton street. The interest of Mr. Wechsler was finally bought by Nathan and Isidor Straus, and Mr. Abraham became senior partner of the present firm of Abraham & Straus. He is an excellent merchant and his store is now the leading bazaar of Brooklyn, employing more than 2,000 persons, and covering about thirty city lots. A large addition is now contemplated. Mr. Abraham is married and has four children, three girls

and one boy. He is president of Temple Israel, vice-president of the Hebrew Orphan Asylum, Brooklyn, and director in The Brooklyn Society for Prevention of Cruelty to Children, The Kings County Trust Co. and The Long Island Bank, and member of Chamber of Commerce of New York, the Union League, Brooklyn, Oxford, and Lawrence clubs of Brooklyn, and the Harmonie club of New York, as well as of numerous charitable and other societies in both cities.

DAVID DEPEYSTER ACKER, founder and head of the house of Acker, Merrall & Condit, merchants of fine groceries, one of the most active, capable and energetic men of his day and an excellent representative of the last generation of the "merchant princes" of New York, was born in Bergen county, N. J., June 13, 1822, and died March 23, 1888. Successful in his plans, the soul of honor in every transaction, kindly in every impulse, and unassuming in manner, his long and honorable record was free from the slightest blemish, and he won the unqualified respect of all with whom he came in contact.

He was fortunate enough to be the son of a farmer, and in the healthful open air life of the country he gained, during his boyhood days, the vigorous health which fitted him for the arduous labors of later life. He was of Dutch descent, his ancestors having emigrated to America in the early part of the seventeenth century. The family possessed high character but their means were limited, and David was compelled to face the stern realities of life at an unusually early age. He came to New York city in 1833 seeking employment, and found it in the little old store of T. & A. S. Hope, afterwards Thomas Hope & Co., grocers, who then occupied the first floor and basement of the Franklin House, on the corner of Chambers street and College Place. At that period the homes of many cultivated people occupied the streets adjacent to this corner, and the brothers Hope enjoyed a large trade among the highest class of patrons. Their new clerk, even in the first years of his connection with the house, gave promise of future usefulness. He was honest, thorough, attentive to details, and obliging, and soon rose into the confidence of the firm. He remained with the house for twenty-four years, and became intimately identified with its business, and in time practically the manager. His opportunity came in 1857, when the senior partner retired. Mr. Hope transferred to Mr. Acker the business, which the latter had done so much to build up, taking his promises to pay, and Mr. Acker, in partnership with William J. Merrall and John W. Condit, both of whom had been his fellow clerks in the old firm, now organized the new house of Acker, Merrall & Condit, which under the management of the head of the concern, entered upon a career of great prosperity. Mr. Acker was the inspiring element from the first. While the business was systematized and divided into departments, Mr. Acker pervaded every part of the store and directed all of the firm's operations.

In 1867, under the firm name of Acker, Edgar & Co., a branch store was opened in Yonkers on the Hudson, with a local partner, an undertaking, which, in part, grew out of the annual exodus of society from New York city to summer homes along the Hudson river. In 1871, the up town movement of population in the city led the firm to establish a local branch at No. 1,472 Broadway, on the corner of 42d street. Another large store was also opened at No. 1010 Sixth avenue, each one supplying a special part of the best residence section of the city with the finest class of groceries. Both to ensure the excellence of their goods and to be in a position to take proper

advantage of the markets, Mr. Acker established a purchasing agency in Paris in 1874. These were all judicious ventures and every one of them was prospered.

The growth of the business finally compelled Mr. Acker to enlarge the wholesale store down town, and in 1887 the old building on Chambers street was reinforced with the addition of another twice its size. The firm were then employing 300 men, 125 horses, and 60 wagons in their flourishing trade.

For many years, Mr. Acker was a prominent figure among the guests at Saratoga. He visited the springs every summer. He was always fond of the country, and he spent every spring and fall at his beautiful country seat of Fairlawn, near Paterson, N. J. During the last few years of his life, he spent the month of March in Florida.

While taking a lively interest in public affairs, he was never allured by public position, and he refused positively to accept a nomination for Congress, which was once tendered him by his neighbors in New Jersey.

Although closely devoted to the business of his firm, he found time to participate in the management of The National Exchange Bank, of which he was vice-president, and he was an interested member of the Produce Exchange and the Chamber of Commerce. He also belonged to The Holland Society, deriving his eligibility from his ancestry. He was a devoted Episcopalian, and attended worship regularly at St. Thomas's church in New York and St. Paul's church in Paterson. He died March 23, 1888, leaving his large fortune to his wife and seven children. Two of them, Charles L. Acker and Franklin Acker were at the time members of the firm.—His son, **CHARLES LIVINGSTON ACKER**, born in New York city, Oct. 13, 1846, died here May 26, 1891. He was a young man of great promise, received a sound education, and at the age of seventeen entered the wholesale and retail grocery store of Acker, Merrall & Condit. A thorough apprenticeship made him a good merchant, and when he attained his majority he became junior partner in the firm. When the branch store on Broadway at the corner of 42d street was opened in 1869, he was placed in entire charge thereof. Of sturdy physique and exceptionally good health, he succeeded in his management and had never been detained from business a single day on account of sickness until he contracted the malady which ended his life. Sept. 2, 1868, he was married to Helena, daughter of the Hon. James J. Brinkerhoff, of New Jersey, and left a son, Charles L. Acker, Jr., and three daughters. He was vice-president of The Hudson River Bank, treasurer of several other corporations, and member of The Holland Society.—**FRANKLIN ACKER**, merchant, son of the late David D. Acker, born in New York city, Feb. 16, 1853, received his education at the public schools and in Weston, Conn. He first engaged in business in 1870, with Acker, Merrall & Condit, and having mastered thoroughly every detail of the business, became a member of the firm in 1888. In 1892 his interest was sold to W. J. Merrall. Nov. 12, 1884, Mr. Acker married Emma, daughter of ex-State Senator James J. Brinkerhoff, of New Jersey. His family consists of two sons, David D. and Irving Fairchild Acker. He is a director of The David D. Acker Co. of this city and The Fiberite Co. of Mechanicville, N. Y., and a member of The Holland Society and Colonial and Hardware clubs.

WARREN ACKERMAN, manufacturer, born in 1826, died in Scotch Plains, N. J., Aug. 26, 1893. He began life modestly, possessed of sound character, a clear head, and a worthy desire to succeed. During the Civil War he sold rubber goods, and filled some profitable contracts for the Government. Later he became interested in the

manufacture of hydraulic cement, as president and principal stockholder of The Lawrenceville Cement Co. In 1876, he married a daughter of Isaac L. Platt, one of the founders of The Chemical National Bank. He retired from business several years before his death, and devoted his time to a large estate, which included the beautiful Glenside Park, or Feltville.

EDWARD DEAN ADAMS, banker, a man of special gifts and remarkable power of organization, was born in Boston, Mass., April 9, 1846. His father, Adoniram Judson Adams, a merchant, sprang from Puritan ancestry. Edward began his education as a student at Chauncey Hall in Boston, and fitted there for college. He graduated from Norwich University in Northfield, Vt., in the class of 1864, with the degree of Bachelor of Science, and added to the scholarly equipment thus attained by two years mainly spent in travel in Europe. Possessing excellent powers of observation and a studious and retentive mind, Mr. Adams gained greatly by these travels; and the knowledge thus acquired has since been regularly and extensively cultivated by travel in later years both abroad and to all parts of North America, more particularly in the United States, with all sections of which Mr. Adams is now intimately acquainted.

The young man wished to become a banker, and gained his first lessons in the requirements of this occupation by service, from 1866 to 1870, as bookkeeper and cashier for a Boston firm of bankers and brokers. In 1870 he assisted in organizing the banking house of Richardson, Hill & Co., of Boston, which is yet in existence and has always enjoyed a high repute. He remained a partner until 1878. He then removed to New York city to accept a partnership in the old banking house of Winslow, Lanier & Co., famous for conservative and honorable methods and its relations with important corporate interests. He was successfully occupied with the financial operations of this house until 1893, when he retired to devote his time to various large properties, in which in the meantime he had become deeply interested. During the fifteen years of his partnership in Messrs. Winslow, Lanier & Co., he participated in many of the government, railway and municipal negotiations of that active period. He was especially occupied with construction and reorganization enterprises, into all of which his personality entered as a moving and controlling factor, and for which he was responsible. Some of the more noteworthy of these may be referred to.

In 1882-83, he organized The Northern Pacific Terminal Co., was elected president thereof, provided the funds and constructed the terminal plant in Portland, Oregon, which was afterwards successfully leased to The Northern Pacific Railroad and other companies.

In 1883, he organized The St. Paul & Northern Pacific Railway Co., provided the capital, and, as vice-president, supervised the acquisition and construction of the terminal facilities at Minneapolis and Saint Paul, now leased to the Northern Pacific Railroad Co.

In 1885, he organized and constructed The New Jersey Junction Railroad Co., now leased to The New York Central & Hudson River Railroad Co.

The same year, he prepared a plan for the reorganization of The New York, West Shore & Buffalo Railway, The New York, Ontario & Western Railway, and The West Shore & Ontario Terminal Co., and their allied properties, which plan was carried out in 1886, with hardly any variation from the programme as first submitted by him to Messrs. Morgan and Vanderbilt in 1885. The efficiency of his services in this undertak-

ing was officially recognized by The New York Central Railroad Co. He received a graceful letter of thanks from Mr. Depew, president of The New York Central; and Drexel, Morgan & Co., in their circular to The West Shore bond-holders, made special acknowledgment to Edward D. Adams, "who, for nearly a year past, has devoted almost his whole time to perfecting and carrying out the plan which has resulted in entire success. But for his activity and valued assistance, based on information which he alone possessed, the difficulties of the situation would have been greatly enhanced." J. Pierpont Morgan also made a generous and manly acknowledgment upon the success of the great work in reorganizing The West Shore Railroad, which he declared due to the special knowledge and personal devotion of Mr. Adams.

The rescue of The Central Railroad of New Jersey in 1887 from its receivership was accomplished upon a plan, conceived by Mr. Adams and worked out by him with infinite care and close regard for all the interests involved, as chairman of its Finance Committee.

Modest, caring nothing for public recognition, but delighting in the solution of intricate problems and the successful execution of carefully concerted plans, Mr. Adams brings to labors of this class a power of analysis, specially his own, and an energy and capacity for work, which bear the unmistakable stamp of genius.

In 1888, he rendered an important service to The Philadelphia & Reading Railroad in the marketing of the new bonds of the company. The financial world places so much reliance in the judgment and integrity of Mr. Adams that in an enterprise like this, he succeeds where others are likely to fail. The directors of the company expressed their gratitude to Mr. Adams for the service he had performed in their behalf, by a special and expressive resolution of thanks.

In 1890 he undertook a work, which gave new proof of his abilities. The American Cotton Oil Trust was then on the verge of bankruptcy. Mr. Adams entered upon a close, careful and extended investigation, and, as a result, reorganized the company upon lines laid down and through channels and men selected by himself. He has enforced a severely economical administration and placed in positions of responsibility the men best fitted for their respective duties by natural gifts and experience, and continues to this date to direct the business of the organization as chairman of the board of directors. He exercises a daily scrutiny of the smallest details, and has rescued the company, by his energetic and untiring labors, from the calamities which threatened to engulf it in ruin.

The Cataract Construction Co., at Niagara Falls, has been fortunate in enlisting his co-operation. Of the two great engineering works of the present age, which, while practicable, are tasks of difficulty, and which are destined to bring a distinct fame to those who achieve them, one is the utilization of the enormous water power of Niagara Falls for the purposes of productive industry. In 1890, Mr. Adams was elected president of the company, which is developing the water power of Niagara, and has successfully directed the engineering operations there to the present moment. The Bachelor of Science has in this enterprise shown himself a master not only of science but of finance.

In 1893, he accepted the proposals of a group of German bankers to represent their interests in America, and formed the Reorganization Committee of The Northern Pacific Railroad Co., of which committee he is chairman. The fact that Mr. Adams

has accepted a responsible relation with a scheme of this class at once gains the public attention, inspires confidence in the property, and supplies a guarantee of success.

Mr. Adams is now occupied as chairman of the directors of The American Cotton Oil Co., and president of its most important allied organizations; president of The Cataract Construction Co., and its associate corporations; vice-president of The Central & South American Telegraph Co., and director of The West Shore Railroad and The Central Railroad of New Jersey and its subordinate companies.

He is very happy in his family life. His wife is Fannie A., daughter of William E. Gutterson of Boston, to whom he was married in 1872. His children are Ernest Kempton Adams, now an engineering student in Yale University, and Ruth, a young daughter.

A gentleman of cultivated mind and agreeable manners, well informed, and of spotless integrity, he is as much respected in the social world as in financial circles. His resources for diversion are indicated by the following positions that he holds: Fellow in Perpetuity of the National Academy of Design; patron (with right of succession in perpetuity) of The American Museum of Natural History; trustee of The Metropolitan Museum of Art and the Gift Fund of The American Fine Arts Society; and fellow of The American Society of Civil Engineers. He is also a member of many of the leading clubs, including the Metropolitan, City, Union League, Players', Lawyers', Tuxedo, Riding and Grolier, The New England Society of this city and the Chicago club of Chicago.

GEORGE TOWNSEND ADEE, merchant and banker, was born in Albany, N. Y., April 7, 1804, and died in New York city, Nov. 20, 1884. He was of English-French descent and son of William Adee, of Westchester. His mother was Clarissa Townsend of Albany. His great-grandfather, John Adee, came from England to Providence Plantations in the early part of the eighteenth century, and thence to Portchester, in Westchester county, N. Y.

George Townsend Adee's education was gained at private schools in Portchester, N. Y., and Fairfield, Conn., and at an early age he began his business career in the old firm of Adee, Timpson & Co., of Pearl street, New York, of which firm his father was senior partner. There his close, steady attention to the firm's affairs, his natural aptitude, broad views, probity and good judgment soon made him a partner. In due time, he took his father's place as head of the firm and remained an active member until 1850.

In 1844 he married Ellen Louise, daughter of Philip Henry, merchant, of New York, a veteran of the war of 1812, whose son, Joshua Henry, was the senior of the firm of Henrys, Smith & Townsend, a leading dry goods house transacting a large business North and South before the war of the Rebellion.

Mr. Adee's family, for several generations, had been residents of Westchester county, N. Y., his father's homestead being now the centre of Westchester town. In 1851 he purchased the country seat of Edward Le Roy on Throggs Neck, Westchester, where he dwelt until his death and where his family yet reside. Here, on the border of Long Island Sound, was his chief relaxation from business cares. In quiet retirement, surrounded by his family, he indulged his taste for rural life, enjoying especially the culture of trees, fruit and flowers. Dignified, serene and amiable, he commanded the respect, admiration and regard of that community particularly. Always ready to suc-

cor his neighbors with sound advice, he contributed freely to all worthy objects, and lending his strong support to St. Peter's Episcopal Church of Westchester, of which he was a member and for many years a vestryman, and in whose ancient church yard his remains and those of his ancestors now lie.

His family consisted of his wife, Ellen Louise, and six children, George A., Clarissa Townsend, wife of M. Dwight Collier, Philip H., Frederic W., Edwin M. and Ernest R. Adee. All of his sons and his son-in-law were graduated at Yale College.

In 1842 Mr. Adee became a director of the Bank of Commerce, in New York, and afterward, for ten years, its vice-president, and much of that time its acting president. He was also a founder and one of the directors of The Equitable Life Assurance Society, the United States Trust Co. and The Republic Fire Insurance Co., and he held and administered many arduous private trusts with unvarying fidelity and success, and greatly to the advantage of the beneficiaries. His good citizenship, his unswerving patriotism and devotion to the government and to the Union cause during the Rebellion were notable. The exceptional success, at the time, of the great hospital for wounded soldiers at Fort Schuyler, on Throggs Neck, was due as much to Mr. Adee's efforts as to those of any one citizen, and his advice, on more than one occasion during the Rebellion, was sought and received by the Governor of the State of New York and the Secretary of the United States Treasury.

After his withdrawal from commercial business, Mr. Adee became, even more than before, active, useful and prominent in regard to the great financial affairs of the city and of the nation. His high personal character, his large experience and remarkably cool, clear and sound judgment gave to his opinions great weight and influence, so that, not only by the monied institutions with which he was connected, but by officers of the Government and by financiers in other cities of this country and in England, his opinion and advice were highly valued. For several years before his death, he was at his business office at The National Bank of Commerce, daily, and entered it in his usual good health on the day of his death. His wife and six children survive him.

Mr. Adee was a gentleman of refined, kindly and courteous manner, of dignified bearing, and of commanding influence. He was long and most highly esteemed by a large circle of social and business friends, among whom his name was a synonym for honor and integrity.

MICHAEL JOSEPH ADRIAN, cigar manufacturer, was born in June, 1826, at Klingenberg on the Main, Bavaria. He was educated in his native village and in the night schools of New York city. As an apprentice, after his arrival in this city in 1840, he learned to make cigars, and later bought his employer's business for \$100,000. Until 1865 he remained at the corner of Division and Gouverneur streets, and then removed to 472 Grand street. As soon as he had made sufficient savings, Mr. Adrian began buying unimproved local land and building thereon, and has been successful in a field in which many others have failed. He foresaw the real estate panic, which began in 1870, and met it with prudence and advantage to himself. Some of his friends laughed at his predictions and were ruined by their real estate speculations. He is now a large owner of excellent realty. Since its organization, he has been president of The German Exchange Bank, one of the soundest of local financial institutions, having a surplus three times as great as its capital. Mr. Adrian is the father of six children, Charles L., George S., Joseph M., Arnoa M., Marie M., and Frank L. Adrian.

FREDERIC KIRKHAM AGATE, capitalist, born in New York city, Jan. 23, 1854; died in Luzerne, Switzerland, Aug. 17, 1887. Of English extraction, his father, Joseph Agate, of Yonkers, N. Y., was a wealthy man. Frederic graduated from Columbia Law School in 1875, but never practiced his profession. Wealth came to him in part by inheritance, but he employed his means with judgment and won a strong position, and, by his character, the respect of all who knew him. In April, 1879, he was married to Sarah Katharine, daughter of David T. and Elizabeth T. Jackson, who, with two children, Frederick Joseph and Mary Virginia, survive him. They had lived in New York since 1884. Mr. Agate, who had taken his wife and two children on a pleasure tour in Europe, passed away while in Luzerne. He was a member of the New York, Manhattan and Lambs' clubs.

JOHN W. AITKEN, head of the wholesale and retail dry goods house of Aitken, Son & Co., Broadway, corner of 18th street, was born in this city, Jan. 31, 1850.

His father, John Aitken, born in 1806, in Cumbernauld, Dumbartonshire, Scotland, was an only son in a family of five children. He received his early education in the village school. On the death of his father, John, at the age of twelve, felt a strong desire to come to this country, but repressed the wish until the death of his mother and after the other members of the family had been comfortably provided for, when he emigrated to this country. He landed in New York, July 20, 1833, and soon obtained a situation in the dry goods house of Andrew Mitchell & Co. He filled his place with satisfaction to his employers and credit to himself. A few years later, he started in business on his own account. In 1843 he entered into partnership with James Miller, under the firm name of Aitken & Miller, on Canal street. Later the firm removed to 405 Broadway, afterward to No. 423, again to No. 473, and finally to Nos. 873 and 875. In 1873 Mr. Miller retired. Mr. Aitken then organized the present firm of Aitken, Son & Co., taking as partners his only son, John W. Aitken, and Archibald McLintock.

John W. Aitken was educated at the school of Dr. Clark, formerly on the corner of West 4th and Macdougall streets, and was prepared for Princeton College at the age of fifteen. He graduated in 1869 with the degree of A. B., receiving three years later the degree of A. M. On the completion of his college course in the spring of 1869, he entered, as clerk, the store of Aitken & Miller, passing from one department to another and familiarizing himself with every branch of the business in New York. In 1871, he accompanied one of the foreign buyers of the house to Europe for instruction in the foreign branches of the business. In the summer of 1873, just prior to the dissolution of the firm of Aitken & Miller, Mr. Aitken went abroad to purchase a diversified stock of new goods for the new house of Aitken, Son & Co. His thorough knowledge of merchandise and close attention to details made the trip a successful venture. He then returned to the active management of the business in New York. In January, 1879, on the death of his father, he became the senior member of Aitken, Son & Co., now widely known for its successful past and present prosperous career.

As a merchant, Mr. Aitken has been distinguished for considerate treatment of his employes, unbending integrity, sound judgment, quick perception, untiring patience, perseverance and courage. He has, in addition to these personal qualities, a fine taste, the exercise of which, in the selection of merchandise and the general conduct of busi-

ness, has given his firm a national reputation for goods of the highest excellence in quality and elegance in style.

Mr. Aitken has never sought or held public office. Although eminently qualified by natural gifts, judicial temperament and liberal education for active leadership in representative assemblies, he has always shunned rather than courted conspicuous places. He has, however, faithfully and often laboriously co-operated with others in matters affecting the welfare of the city and its worthy charities. He is a member of The Chamber of Commerce, a director of The Second National Bank, The Hudson River Bank, and The Broadway Insurance Co., and a trustee of The Bowery Savings Bank. His club memberships are in the University, Union League, Metropolitan, Grolier and City. He retains a deep interest in the affairs of Princeton College and is energetic in the furtherance of its material and educational progress.

Mr. Aitken was married, Feb. 6, 1877, to Helen F. Powers, daughter of D. W. Powers, the banker, of Rochester, N. Y. He has two children, a daughter and a son.

HERMAN DAGGETT ALDRICH, merchant, born at Mattituck, L. I., July 6, 1801, died in New York city, April 5, 1880. His family was of English descent, his father being James Aldrich, a resident of Long Island. Herman's early years were passed in his native village, where his opportunities for education were limited. While yet a boy, he came to this city and obtained employment in the store of Stephen Lockwood. He possessed a strong constitution, a clear mind and great firmness of character, and, once launched upon a mercantile career, made his way with admirable energy. Early in life he associated himself with Robert H. McCurdy in the dry goods commission business, the firm subsequently becoming McCurdy, Aldrich & Spencer. The partners were all distinguished for uprightness of dealing and ability, and the business yielded each partner a handsome fortune. In 1840 Mr. Aldrich was married to Elizabeth, daughter of Samuel Wyman of Homewood, Baltimore county, Md. His children were James H., William W., and Spencer Aldrich, Mrs. J. N. Steele, whose husband is connected with Trinity Church, and Mrs. T. N. Dudley, wife of Bishop Dudley of Louisville, Ky. He was a founder and trustee of St. Luke's Hospital, and greatly interested in the Protestant Episcopal Church. A striking feature of his life was the close intimacy between him and his partner, Mr. McCurdy, extending from early youth to a ripe old age. They came to New York at the same time, met as boys in Mr. Lockwood's store, and shared the same room in the attic over the store. Their lives ran on side by side, until the end. For thirty years they lived in adjoining houses, and then died within a few hours of one another. Their funeral services were held in common, and they lie buried in adjoining lots in Greenwood Cemetery.

JUNIUS B. ALEXANDER, banker, born in Virginia in 1814, died in New York city in January, 1893. His father was a large landholder, who employed negro slaves in the cultivation of his plantations. While a youth of 16, Junius went to Hardinsburg, Ky., began life as a clerk in a store, and rose to become a magistrate, president of a bank in Owensboro, and in 1853 cashier of The Southern Bank in Louisville. In 1858, he formed a partnership with H. D. Newcomb, of Louisville, to carry on a wholesale grocery trade, under the name of Alexander, Newcomb & Co. He removed to St. Louis, was a merchant and president of The Exchange Bank there, dissolved partnership in 1863, and moved to New York, where he engaged in private banking. Twice married, he was survived by his second wife and several children. He dwelt on Staten Island.

WILLIAM C. ALEXANDER, president of The Equitable Life Assurance Society, born in Prince Edward county, Va., in May, 1806, died in New York city, Aug. 23, 1874. He was the second son of Dr. Archibald Alexander, one of the founders and first professor of the Theological Seminary in Princeton, N. J. Mr. Alexander graduated from Princeton College in 1824, having distinguished himself there both as a writer and speaker. Educating himself as a lawyer, he practiced his profession in New Jersey for thirty-five years. Taking an active part in the canvass then being hotly contested between Mr. Adams and General Jackson, his fame as an orator and a man of genius soon spread throughout the State. In 1835 he was unexpectedly nominated for the Legislature by the inhabitants of Middlesex county, but declined the honor and warmly espoused the cause of the person substituted in his place. In 1836, without his consent, he was again nominated and elected. On taking his seat, although one of the youngest members, he became the leader of his side of the House, and shortly afterwards, on the nomination of a member of the opposite party, was unanimously elected Speaker. Mr. Alexander's speeches, during the years in which he served in the Legislature, in behalf of education, civilization, the elevation of the workingman and the establishment of common schools, won for him the deserved respect and admiration of men of all parties. On several important occasions, he exhibited his independence by dissenting in debate from the great majority of his party. He continued to grow more prominent until, without his solicitation, he was elected a member of the Senate and re-elected at the expiration of his term, and was three times chosen President of the Senate on the nomination of the opposition without a dissenting voice. At one time, nominated as Governor of New Jersey, he was frequently urged to allow his name to be used in connection with the United States Senatorship, when an election would have been sure, and was brought forward at the Charleston Convention as a candidate for the Vice-Presidency, but his preferences were in favor of a private life. He attended the Peace Congress at Washington just before the late war, and presided over that body during a great part of its sessions. In 1859 Mr. Alexander became the president of The Equitable Life Assurance Society of the United States, and thereafter his business life was passed in New York city. His fine intellect found in the development of this great corporation a duty worthy of his powers. His success was great.

FRANCIS ALEXANDRE, merchant, born on the Island of Jersey, in Great Britain, Aug. 5, 1809, died in New York city, June 8, 1889. He was the son of a farmer. With an inclination for a sailor's life, he went to sea at an early age, and acquired an education by attending school during his stay in various ports and devoting the spare time on ship-board to reading. At the age of twenty-one he took command of a vessel, which he directed for years, renouncing in favor of his sisters the estate which he had inherited from his father. When about twenty-eight years old, the young captain settled in New York city, establishing a small commission house in South street, paying at first as annual rental the sum of \$25. In 1842 he established a line of sailing vessels between New York and Honduras, and subsequently between New York, Vera Cruz and South America. In this enterprise he succeeded so well that, in 1867, he sold the sailing vessels, substituted steamers, and for nineteen years carried mails, freights and passengers between New York, Havana and Mexico. Many remarkable ships were built for this line in subsequent years, including among others the City of Mexico, City of New

York, City of Havana, City of Alexandria, City of Washington, City of Vera Cruz, and City of Pueblo. The business transacted was large and profitable. His three sons were successively taken into partnership as they came of age, the great house taking the name of F. Alexandre & Sons. In 1888 the firm sold its vessels and retired from business. In 1838 Mr. Alexandre married Miss Civiles Cipriaut, of New York, who died Feb. 13, 1882. Three sons, John E., Joseph J. and J. Henry survived him. The secret of his success lay in his industry, integrity, exactness and justice of method, and natural business ability. He enjoyed a high reputation among those with whom he was associated. His sons have since attained prominence in the social life of the city.

JAMES P. ALLAIRE, iron manufacturer, born in 1785, died at Howell Works, Monmouth county, N. J., May 20, 1858. He was the founder of the Iron Works, in the quaint and now deserted village of Allaire, N. J., there being deposits of iron in the vicinity, which were smelted at these works. At one time, he carried on the largest marine engine building shops in the United States. In this business he was very successful, and gained both reputation and fortune.

GEORGE H. ALLEN, importer of wines, has gained his position in New York city through the arduous labors of mercantile life, coupled with native shrewdness and energy, and his partnership in the importing firm of Paris, Allen & Co., of which he is now senior partner. He has also been, for a number of years, senior partner in W. A. Gaines & Co., distillers, in Frankfort, Ky., incorporated with a capital of \$600,000, who control several distilleries in the West. Mr. Allen inherited some means from Marshall Allen, one of the original partners of Paris, Allen & Co. He is a member of The Manhattan and New York Athletic clubs.

HENRY ALLEN, stock broker, was born in Lexington, Ky., in April, 1848. He comes from English and Scottish ancestry, and his father was a native of Kentucky, his mother of Mississippi. During early life he found occupation in operations indigenous to the South, and was interested successively in farming, cotton, grain, banking and stocks. During the Civil War, he espoused the cause of the Confederacy, and later came North and opened a broker's office in this city. He is now senior member of Henry Allen & Co., stock brokers, and has built up a large and desirable business, with extensive collateral interests in railroads and railroad stocks. While of social disposition, he is not a club man, but has joined the Democratic club, because that organization represents his political faith.

JOSEPH JENER ALMIRALL, merchant, was born in Villafranca del Panades, Spain, in 1840. His early years were spent in his native land, where he received a sound education. Coming to America, he established the firm of Almirall & Co., importers and dealers of Havana leaf tobacco and general exporters. Competent, honest and persistent, he has created a large trade and is now a man of fortune. He is a director of The Chesebrough Manufacturing Co.

JOHN ALSTYNE, broker, a native of New York city, born March 24, 1801, died here June 3, 1869. Of Dutch ancestry, his father was John Alstyne, a son of Jerome Alstyne, whose father bore the same name. They lived in the last century in a house owned by them at the junction of Maiden Lane and Liberty street, probably purchased with thalers brought from Holland. John Alstyne, sr., lived on a farm called Seaton Place, and afterward at Eastchester, but, after his death, his wife returned to the Liberty street house, and later removed with her family to Madison street. The son

was educated in the family of the Rev. Platt Buffet, rector of the church at Stanwich, Conn., who, in addition to his church duties, fitted boys for college or business. He found his first employment as clerk for Mr. Beers, a leading broker in New York. Leaving Mr. Beers, he formed a partnership with Mr. Dykers, son of the Governor of one of the West India Islands, under the name of Dykers & Alstyne, Mr. Alstyne's capital being derived from his father's estate. Later, Mr. Jarvis was taken into the firm, which became Dykers, Alstyne & Co. Mr. Alstyne survived his partners. Mr. Alstyne invested his profits largely in real estate in and around New York city, which rose to great value. He was a man of strong will, kindly feelings, pleasant manners and good appearance, and a favorite in social life. He was a strong churchman, and always kind and attentive to his handsome mother, whose common sense was equal to her beauty. His fortune descended, mainly, to his niece, Desier A., wife of George P. Clapp of New York city, and daughter of Jasper Pryer. Mrs. Clapp died Sept. 17, 1881, leaving her property mainly to her husband. Mr. Clapp died in Algiers, Africa, Jan. 25, 1884, and bequeathed the Alstyne property to charitable and religious institutions in New York.

BENJAMIN ALTMAN, dry goods merchant, is a son of Philip Altman, who carried on a moderate dry goods business in New York city, and was for many years well and favorably known in the district devoted to that trade. He died in 1863, the business being afterward continued by his two sons, Morris and Benjamin.

Morris Altman, Benjamin's eldest brother, was educated in the public schools, entered a business career when quite a young man and founded the house of Altman Brothers. He came into prominence as the moving spirit of the "Early Closing Association," which advocated shortening the working hours of the dry goods clerks. He died in the prime of a promising manhood, in 1876, at the age of thirty-nine. A man of fine presence, splendid address and talent as a speaker on economic, social and business subjects, he was courteous and affable and commanded the respect and admiration of those who came in contact with him.

Benjamin Altman, born in this city, July 11, 1843, began his business career when not much over twelve years of age, up to which time he had attended the public schools. Such was his fondness for business, it may here be said, that after school hours he would go behind the counters in his father's store to discharge the duties of salesman, impressing his young mind at the time with all the requirements of a business man. This experience served him well in later years. Under the discreet management of the two brothers the business increased to such an extent that larger quarters were secured at Third avenue and 10th street. Shortly afterward yet more commodious accommodations were sought for and obtained on Sixth avenue. Another removal being deemed necessary, the present location, 18th street, 19th street and Sixth avenue, was established in 1876. Mr. Altman remains unmarried, and has devoted himself to the care and education of the children of his brother Morris, to whom he has been as kind as a father. The widow survived her husband only a few months. The tender care bestowed upon these four orphan children cannot be too highly commended. While devoted to his business, Mr. Altman is greatly interested in art matters. He has a valuable and costly collection of art objects and antiques. Porcelains, paintings, objects of Greek art, carvings in ivory, antique rugs and embroideries form part of a collection, many examples of which he gathered while on a voyage around the world,

during which he enjoyed well earned and richly deserved recreation, the first in seventeen years. He is also a liberal patron of the works of native artists. He is a contributor to philanthropic objects, his gifts, while open-handed, being, however, unostentatious. Many generous donations have been bestowed with the single stipulation that the deed should not be made public, so sensitive is he that his generosity should not be misunderstood. His career is an evidence of what application to business, honestly and persistently followed, will bring to a young man who devotes his young manhood unflinchingly to the establishment of a reputation which will serve him in the later years of an honored life.

GUSTAV AMSINCK, merchant, a sound, energetic business man, has been for forty years an active spirit in the wholesale trade of this city. In 1861, he became a partner in the firm of L. E. Amsinck & Co., of which Gustav H. Gossler became a partner in 1868. The present firm of G. Amsinck & Co., formed in 1874, are importers and commission merchants, dealing in almost all kinds of merchandise and with practically all parts of the world, a large portion of their trade being with Mexico. They also transact a banking business. The success of the firm has been continuous, and Mr. Amsinck's career has been characterized by energy, decision, integrity and scrupulous exactness in his obligations. He is a director of The Bank of New York and The Atlantic Mutual Insurance Co., and has done much to promote the higher interests of New York city. The Union, Vaudeville, Liederkranz and Down-Town clubs have enrolled him as a member.

ELBERT JEFFERSON ANDERSON, merchant, born in New York city, in October, 1800, died in Newport, R. I., Feb. 13, 1888. Elbert Anderson, his father, a merchant of distinction, served in the War of 1812 as Lieutenant Colonel of militia and army contractor. Visiting Troy, N. Y., he purchased beef and provisions for the army, from Ebenezer and Samuel Wilson, the latter of whom was familiarly known as Uncle Sam. Through the mark "E. A.—U. S." on Mr. Anderson's boxes of army material finally arose the sobriquet of "Uncle Sam," as indicating the Federal Government. The boyhood of Elbert J. Anderson was spent in New York city, and at the age of twelve, he had the good fortune to be the first to convey to General Bloomfield, then in command of the troops gathered for the defense of New York, the news of the declaration of war against Great Britain. He was educated in the local schools, and while not a college graduate, became a man of excellent taste and extended culture. In 1820, he was commissioned by Governor Clinton as ensign in the 85th New York Infantry, the crack regiment of the day, and subsequently rose to be its Lieutenant Colonel. In 1827, he became junior partner in the commission dry goods firm of Belah Tiffany & Co., at the corner of Maiden Lane and Pearl street, in which business he was active for many years and greatly prospered. In 1825, he married Martha Maria, a daughter of one of the Signers of the Declaration of Independence. She died in 1879, and was survived by one son, Elbert Anderson, and four daughters, Mrs. George von Gorrissen of Hamburg, Germany; Miss Marie M. Anderson; Mrs. John Boker, now deceased; and Mrs. Thomas G. Ford. In 1847, Mrs. Anderson inherited the Redwood farm at Portsmouth, six miles from Newport, and eventually made his permanent residence there. The subject of this sketch was a director of The Manhattan Fire Insurance Co., The Farmers' Loan & Trust Co. and The Phoenix Bank. His high reputation for integrity and capacity caused him to be selected frequently for service on boards of arbitration. By

his quick intelligence, uniform courtesy and attractive manner, he won a large circle of friends in Newport.

JOHN ANDERSON, conspicuous as a merchant, born in New York in 1812, died in Paris, France, Nov. 22, 1881. He began life modestly in a little store, down town, for the sale of cigars and tobacco, was successful in attracting purchasers, and grew into popularity and a large trade. His store became famous through a tragic incident, the heroine of which gave to Edgar Allan Poe the theme of his romance of Marie Roget. Mr. Anderson conducted his business with success for about forty years, during part of that time being a manufacturer. It was he who introduced the use of lead foil as a wrapper for fine-cut chewing tobacco. John Anderson's Solace was known to purchasers throughout the whole country. The income from his business was invested mainly in real estate, and the great appreciation in value of property with the growth of the city brought him a fortune of several millions. In the winter of 1873 he founded The Anderson School of Natural History on Penekese Island, at the mouth of Buzzard's Bay, giving the island and a liberal sum in money to the new institution. The trust was in charge of Professor Louis Agassiz until his death. John Charles Anderson, his son, and Mrs. Laura Appleton and Mrs. Fannie A. Barnard, his daughters, survived him. The family made their home at Tarrytown, N. Y., and Mr. Anderson spent most of his time there during his later years.

LORING ANDREWS, merchant, born in Windham, Greene county, Jan. 31, 1799, died in New York city, Jan. 22, 1875. He was of English descent, the pioneer of the family in America having been a companion of John Davenport, who settled in New Haven in the very early days. In the neighborhood of the birthplace of Mr. Andrews, a thick growth of hemlock afforded material for the tanning of leather. With an elementary education, the lad was apprenticed at the age of fourteen to Foster Morss, one of the first tanners who brought leather to New York. With him the youth remained for eight years. He then traveled in the West for two years, in the hope of making a fortune. Finding the search elusive, he returned to Greene county and entered into a business arrangement with Mr. Morss, by which the former was to transport the hides and leather to and from the tannery and pay three cents a pound for tanning. Beginning with a capital of fifty cents and a thorough knowledge of the trade, Mr. Andrews was so able and shrewd that in four years he had made \$4,000, and then entered into partnership with his employer. In 1829 he came to New York city with \$7,000. He soon built up a trade of from 50,000 to 100,000 hides a year. In 1832, he formed a partnership with William Wilson, in which Gideon Lee and Shepherd Knapp were special partners. The panic of 1837 swept away the profits of eight years. Nevertheless, by retaining the control of large capital, he continued in business and by prudent methods and close attention laid the foundation of a new fortune. In 1861, Loring Andrews & Sons conducted several large tanneries, and by 1863, handled annually 400,000 sides of hemlock cured leather. They ranked as the leading leather merchants. Success came to Mr. Andrews as the fruit of untiring industry, perseverance and sterling integrity. Like other merchants, he made conspicuously large purchases of real estate, which proved profitable. In 1839, Mr. Andrews was married to Blandina B., daughter of James B. Hardenbergh, D.D. His family consisted of seven children, William L., James B., Constant A., Loring, Walter S., Clarence and Isabel, the latter now married and living abroad. His benefactions were systematic and large. The

University of New York received from him \$100,000 for the endowment of professorships, and nearly every other leading philanthropic institution of the city enjoyed his liberal support. He was one of the early directors of The Mechanics' Bank, a founder and first president of The Shoe & Leather Bank, vice-president of The Globe Life Insurance Co., and a shareholder in The Atlantic Telegraph Co.—His son, **CONSTANT A. ANDREWS**, banker, was born in this city, Feb. 25, 1844. He was educated in Columbia College grammar school and in Germany. Soon after the close of the Civil War, his father admitted him to partnership. Later, with his brother, William L. Andrews, he continued in the leather trade and held a conspicuous position up to the moment when the partners decided to retire from business. After spending a few years in Europe, Mr. Andrews returned and engaged in banking. The firm of Constant A. Andrews & Co. now occupies the same high position for conservative methods and sound judgment as did the old house of Loring Andrews & Sons, and their advice is sought in investments in street railroads, municipal bonds and business enterprises. Mr. Andrews is president of The United States Savings Bank and The Elkhorn Valley Coal Land Co.; a director of the Second Avenue Street Railroad, and largely influential in other directions, where his interest and counsel are demanded. He was married in 1879 to Miss Blanche L. Vance, daughter of ex-Mayor Vance, of this city.

WALLACE C. ANDREWS, president of The New York Steam Co., a man of marked vigor and enterprise, is one of a large number of successful Ohio men, now engaged in business in New York city. Mr. Andrews is of New England descent. He is a son of the late Norman Andrews, who moved from Connecticut to a farm on the Western Reserve in Ohio in 1816.

Mr. Andrews began life upon the farm, and partly by inheritance, partly in the wholesome life of the country, acquired the physical vigor which enabled him to perform great labors during his subsequent career. He revealed a talent for business early in life. He succeeded from the start, and, by the strictest economy, managed to save a little capital. When coal was discovered in the Mahoning Valley, his brother, the late Chauncey H. Andrews of Youngstown, O., and he, invested their savings in explorations for coal and the purchase of mines. They developed a large number of different properties. At first, they met with poor success, but finally made valuable discoveries. The two men looked after details themselves, conducted their business economically, and were able to mine coal, even after the profits had fallen to 25 cents a ton. During the petroleum excitement, they became operators in that industry also. They were also promoters of many new enterprises. They built furnaces and rolling mills in Ohio, and now and then a small railroad, and finally became the principal stockholders in a railroad between Cleveland and Pittsburgh. They bought several coal mining companies, working the mines themselves, but afterwards selling them at an advance. In this way, in time, they became the largest miners of coal in the State.

At a later day, they bought the bed of one of the old-time Ohio canals and used it for a railroad between Cleveland and Pittsburgh, a rival to the one they had already built. Their operations were usually profitable, and the two brothers each gradually amassed a fortune. With other capitalists, they finally secured a large area of coal lands in the Hocking Valley in Ohio, and were interested in the purchase of The Hocking Valley Railroad and its connecting lines and in the transaction by which the roads were consolidated and the lands purchased. The schemes of Mr. Andrews were usually started with compara-



W. C. Andrews

tively little capital, but the projector threw his whole energy into development, secured the investment of outside capital, made his projects profitable, and then often sold his interests. By reinvesting rapidly, working somewhat with borrowed money, making use of his more valuable securities as collateral, he has succeeded remarkably in the acquisition of wealth.

Mr. Andrews is one of the promoters of the original Standard Oil Co. and was a director of the company for a long period of years and up to the formation of the Trust. He is yet a large stockholder in the company. One of the most important of his enterprises is The New York Steam Co., a concern which supplies steam for heat and power by underground pipes in various sections of New York city, and has initiated a new era in the management of office buildings, by enabling their proprietors to dispense with the annoyances attending the production of steam in their own premises. Mr. Andrews is president of the company, and has managed its affairs with signal ability and success. He was lately president of The Standard Gas Light Co. of New York and is its largest stockholder. He is a director in many local corporations, a man of unusual business sagacity, of great power of application, and untiring energy, and his large fortune is entirely the product of constructive talent and commendable business methods. The Ohio Society of this city has enrolled him as one of its members from the beginning.

ADOLPH B. ANSBACHER, importer, is one of the leading merchants of paints. From the time when he began business on his own account, he has shown himself shrewd, diligent and wide awake, and was able, long ago, to expand his trade to substantial and remunerative proportions. In 1883, he admitted to partnership Maurice E. Ansbacher, who died in 1887, and Maurice D. Eger, thereafter doing business under the name of A. B. Ansbacher & Co. Their trade extends to every part of the United States, and, for a number of years, required the maintenance of a branch office in Chicago.

EDWARD ANTHONY, civil engineer, born in New York, Jan. 31, 1819, died here Dec. 14, 1888. Jacob Anthony, his father, was for many years one of the principal tellers in The United States Branch Bank and cashier of the old Bank of the State of New York. The family derives their descent from Allard Anthony, an immigrant from Holland to New Amsterdam about 1628, who was one of the first five Schepens or Councilmen of the new colony. The pioneer was a man of note and of sufficient standing to be sent as ambassador, on behalf of the new colony, to negotiate with the King of Holland. The coat-of-arms of the Anthony family is the same as that of the old Spanish Antonio family; and it is generally supposed that, during the wars of the Netherlands, one of the Spanish Antonios was captivated, either by the arms of the Dutch soldiery or the charms of a Dutch maiden and settled in Holland, in consequence thereof founding the Dutch family of Antoni, whose name, in the course of years, was modified to Anthony. Edward Anthony was in the seventh generation of descent from Allard. He graduated from Columbia College in 1838, with an excellent record. Beginning life as a civil engineer, he obtained employment in building the original Croton Aqueduct, through which New York long drew its supply of pure drinking water from country streams and ponds. Before its completion, he was called to accompany Prof. James Renwick in the survey of the northeastern boundary of the United States, at the time of the dispute with Great Britain. He had for some time amused himself with experiments in the new art of making pictures with the aid of

sunlight, just introduced by Daguerre. During the survey, he took satisfactory images of the hills along the boundary line, the existence of which had been denied by England. It was the first instance in which the art of photography had been made use of in diplomatic controversy. These photographs are yet preserved in the archives at Washington. After finishing the survey, Mr. Anthony engaged in photography, and, after a short but successful practice embarked in the business of supplying materials to the trade. His practical knowledge proved of invaluable assistance, and soon placed the house of E. Anthony in the front rank in New York. Henry T. Anthony, his brother, joined him in 1852, the firm becoming E. & H. T. Anthony & Co. In 1877, the firm was reorganized as a corporation, with Edward Anthony as president, Henry T. Anthony as vice-president, and Col. V. M. Wilcox as secretary. The corporation is yet in business at 591 Broadway, with Col. V. M. Wilcox as president, Richard A. Anthony as vice-president, and Frederick A. Anthony as secretary. Edward Anthony was married in 1848, to Margaretta R., daughter of James Montgomery, a direct descendant of Count de Montgomerie of France, who accidentally killed Henry VII., in a tournament. The coat-of-arms of the Montgomerie family displays an arm, holding a broken spear. To Mr. Anthony and his wife were born, Richard A. Anthony; Jane Kipp, wife of Charles Soleliac; and Eleanor Montgomery, wife of Louis Soleliac. —His son, **RICHARD A. ANTHONY**, was born May 24, 1861, in New York city. His parents gave him a careful education for two years in Rutgers College, followed by two years in Columbia College, from which he graduated in 1881, receiving the degree of B.A. By a subsequent course of study, he gained a diploma as M.A. Attracted by both the scientific and commercial aspects of the trade in photographic materials, he entered the house of E. & H. T. Anthony as an employé, and after the death of H. T. Anthony, in 1884, became secretary of the corporation. Since his father's death, he has been the vice-president. He is an energetic, prudent and capable man and has greatly promoted the trade of the house. Mr. Anthony is a trustee of The United States Savings Bank, was a director of The Second Avenue Railroad for five years, and is a member of the University, Storm King and Central Commercial clubs.

RICHARD KIP ANTHONY, merchant, born in New York, July 18, 1812, died in Rye, N. Y., June 16, 1886. He was a son of Jacob Anthony, above referred to. Richard received a common school training, and early in life entered the old-time wine importing house of Robert Gracie & Co. as clerk. While employed there, he acquired the warm friendship of another clerk, William F. Nelson, with whom he went into partnership, under the name of Nelson & Anthony. The firm carried on an extensive business as wine importers and brokers, dissolving in 1861. Early in 1862, Mr. Anthony entered the house of Bowie Dash & Co., coffee merchants, as clerk. Here he became a great favorite, and in 1870 was admitted into partnership, remaining with the firm until 1880. He then retired. Rye, N. Y., formed his home after April, 1862. He was an active member of Hose Company No. 16 in the old Volunteer Fire Department, and in the great fire of 1835 rendered such faithful service as to gain honorable mention. He was a member of the St. Nicholas Society, and one of seven brothers, who were brought up in the old Dutch Reform church in this city. Mr. Anthony married Ann Bowie, daughter of Daniel B. Dash, in March, 1849. Their children were Annie, Daniel Dash Anthony, Frances, wife of George C. Park, Laura and Anzonetta Dash Anthony.

JUAN APARICIO, importer, a merchant of Spanish ancestry, began life as a planter in Guatemala. To market his own productions, he came to New York city and opened an office, and has since been engaged in the importation of coffee and other products of Central America. He controls great plantations in Guatemala, a fruitful and only partially developed region, where he has the advantage of low-priced labor. His success in raising large crops and skill as a merchant, enable him to transact an excellent trade.

REMSEN APPLEBY, merchant, born in 1838, died in New York, Jan. 4, 1886. His father, Leonard Appleby, was a merchant of tobacco and snuff, and an enterprising member of a very well-known family. While a young man, Remsen engaged in the tobacco and snuff business at Pine and Water streets, where he remained until 1865. His place was well known among the down-town merchants and business men, who were attracted by the genial qualities of Mr. Appleby. Retiring from trade, he became president of The Central Park Fire Insurance Co. When, a few years later, this company went into liquidation, he embarked in the giving of concerts at the Central Park Garden, which afforded great delight to the patrons of that resort. Later, he resumed the tobacco business. He was married to Mattie Bryan, who, with two children, Leonard Fletcher and Kate Remsen, survived him.

DANIEL APPLETON, publisher, founder of the house of D. Appleton & Co., born in Haverhill, Mass., Dec. 10, 1785, died in New York, March 27, 1849. He began life as a dry goods merchant in his native town, subsequently went to Boston, and in 1825 removed to New York. Here he began the importation of English books, in conjunction with the dry goods business. Their original place of business in New York was in Exchange place. Mr. Appleton soon abandoned the dry goods business and removed to Chirton Hall in Beekman street, thereafter giving his attention solely to the importation and sale of books. The growth of the city subsequently made necessary several removals to locations farther up town. In 1831 he made a venture in the publishing business by printing a collection of religious extracts, entitled "Daily Crumbs from the Master's Table." Of this work 2,000 copies were sold. From this modest beginning, the house enlarged its operations until they have now extended their publications into the entire field of literature. Mr. Appleton was one of the public spirited merchants of his day and identified with many measures for promoting the welfare of the city and its merchants. He was highly esteemed by his contemporaries. May 4, 1813, he was married to Hannah Adams, daughter of John Adams, and from that union were born five sons, William Henry, John Adams, Daniel Sidney, George Swett and Samuel Francis Appleton. These sons were successively admitted into partnership in the firm, which is yet carried on under the original title of D. Appleton & Co. by the surviving son, William H. Appleton, and several grandsons.

COL. DANIEL APPLETON, publisher, born in New York, Feb. 24, 1852, is the son of John A. Appleton, and grandson of Daniel Appleton. He received his education in the schools of New York city and Carlsruhe in Germany, and, at the age of nineteen, entered the Appleton publishing house as a clerk. In 1879, he was admitted into partnership in D. Appleton & Co. Possessing fine business qualifications, he has been an efficient member of the firm. Colonel Appleton has long taken an active part in New York city's favorite militia regiment, the 7th, of which, July 18, 1889, he was by unanimous vote, promoted from a Captaincy to the Coloneley. He is a director of the American Book Co., and a member of the Union, Century, Aldine, Riding and New York Yacht clubs.

WILLIAM HENRY APPLETON, publisher, son of Daniel Appleton, was born in New York, Jan. 27, 1814. Educated at Andover, Mass., he entered his father's store, where he was placed in charge of the book department. In 1835 he was sent to represent the house in London, where the next year he established an agency at 16 Little Britain. In 1838 he was taken into partnership. At his father's death, in 1849, he inherited a moderate estate, which he has since increased by his own energetic prosecution of the business and by active participation in other enterprises. Under his management the house devoted itself entirely to the sale of its own publications and has come to rank among the half dozen leading publishing houses of the United States. They have published the works of the most noted scientists of Europe and the United States, while in general literature their catalogue contains the books of Bancroft, McMaster, Bryant, Cooper, Dickens, Disraeli, Kipling, Caine and other standard authors. The literature of the civil war is represented on both sides by memoirs and biographies of eminent soldiers and statesmen. Illustrated works have been printed in large number, comprising many art collections of a high order. Their text books embrace every subject taught in American schools, and they have a special department of medical works and another of Spanish books designed for the South and Central American markets. The American Cyclopaedia issued by this house, the most widely circulated work of its kind ever produced in this country, brought them great reputation. The Annual Cyclopaedia, a continuation of the great work, is now in its thirty-third year. Mr. Appleton was married in Lowell, Mass., to Mary Worthen, and his children are William Worthen, Kate, Mary and Henry Cozzens Appleton. He is president of The Manhattan Safe Deposit & Storage Co., and a director of The American Book Co., The Central Trust Co., The Delaware, Lackawanna & Western Railroad, The New York Life Insurance Co. and The New York Security & Trust Co. He is a valued member of the Union, Aldine, Century, Players', Riding and Country clubs, and The New England Society.

WILLIAM WORTHEN APPLETON, publisher, was born in Brooklyn, Nov. 29, 1845. He is a son of William H. Appleton and grandson of Daniel Appleton. He was fitted in New York for Harvard College. Owing to ill-health he did not enter, but travelled and studied abroad. He entered the house of D. Appleton & Co. in 1865 as an assistant in the school book department, and subsequently took charge of the manufacturing department, being admitted to partnership in 1868. In recent years he has given more of his time to the editorial department and the London office, and has proved an active and capable member of the firm. He was married April 20, 1881, to Anna, daughter of Henry I. Sargent, of Boston. Their children are Margaret, William Henry, Mary and Sargent Appleton. He is a director in The American Book Co., a corporation founded in 1890, with a capital of \$5,000,000, and is actively identified with the New York Free Library, of which he was one of the founders, and has held continuously the chairmanship of the Library Committee. He is also a director in The Bank for Savings and prominent in The Publishers' League, which was instrumental in bringing about the International Copyright Law. A keen business man, he is in social life a gentleman of courteous manners and a charming companion. His clubs are the Union, Aldine, Century, Knickerbocker, Grolier and Riding, and he is also a member of The New England Society and Chamber of Commerce.

CHARLES ARBUCKLE, coffee importer, born in Allegheny City, Pa., in 1833, died in Brooklyn, N. Y., March 27, 1891. His early years were passed in Allegheny City, where he became a prominent wholesale grocer. In 1871, Mr. Arbuckle, with his brother John, established a factory for the preparation of roasted and ground coffee in Brooklyn, and in 1875 transferred all his interests to that city. The business was at first conducted under the name of Arbuckle Bro's, but increased to such dimensions that it was, at one time, transferred to a stock organization, the Arbuckle Coffee Co. Subsequently, however, the corporation was abandoned, and the old firm of Arbuckle Bro's revived. The firm have imported immense quantities of raw coffee from Brazil, and established a permanent house at Rio. They acquired a wide reputation through the introduction of the "Ariosa" brand of coffee, which, roasted, ground and packed in one-pound bags, met with an extensive sale. Mr. Arbuckle personally superintended much of the work of the factory, and to his ability and untiring labor was largely due the success of this house. He added much to the attractions of Brooklyn by operations in real estate. Purchasing the old Dieter building opposite the City Hall in Brooklyn, he built five stories thereon, and made it the largest office structure in the city. He afterwards built an apartment house on Columbia Heights at Orange street, with suites of rooms for thirty-nine families, and owned another in the West Side region of New York. His country place at Brentwood, Long Island, contained 1,100 acres. He was never married.

JOHN ARBUCKLE, importer and manufacturer, spent his early life in Allegheny, Pa. In 1871, he engaged with his brother Charles in the preparation of roasted and ground coffee, their factory being located in Brooklyn, and he is now head of the firm of Arbuckle Bros. He is also a director in The Importers and Traders' Bank, and is president of The Royal Horse Association, a syndicate owning ranches in Wyoming devoted to horse breeding. Several good clubs have elected him to membership, including the Union League and Hamilton in Brooklyn, and the Down Town in New York city.

JOHN DUSTIN ARCHBOLD, oil refiner, was born in Leesburg, O., July 26, 1848. His father, Israel Archbold, a Virginian, and a descendant from a Protestant Irish family, which emigrated to America in 1786, married a daughter of Col. William Dana, who removed from Massachusetts to Marietta, O., in wagons in the early days. John was a student in the public schools until thirteen years of age, and gained his first experience in business pursuits as clerk in a country store in Salem, O., 1862-64. In 1864 he joined the rush to the Pennsylvania oil regions, and spent eleven years there in various branches of the petroleum industry. He rose to prominence and has long been the chief proprietor and president of The Acme Oil Co. Since 1875, he has been identified with The Standard Oil Co., and a director since its organization, and is now vice-president of The Standard Oil Co., of New York. He is president of the trustees of Syracuse University, and a director of The Post-Graduate Hospital and Training School, and St. Christopher's Home and Orphanage. In 1870 Mr. Archbold married at Titusville, Pa., Anna M., daughter of Major S. M. Mills, and his children are Mary L., Anna M., Frances D., and John F. Archbold. Mrs. Archbold is a sister of Col. Mills, commandant of West Point Military Academy. Mr. Archbold dwells in a comfortable home at Cedar Cliff, near Tarrytown on the Hudson. He is a member of several excellent clubs, including the Union League, Manhattan, Racquet, Riding, Whist and Twilight, and of The Ohio Society.

OLIVER HAZARD PERRY ARCHER, capitalist, a native of New York, born Jan. 14, 1825, is a son of Jonathan Archer, who, born in Tarrytown, died in 1832 at the age of sixty. The latter was a firm friend of Commodore Perry and named his son after the old hero. Oliver made his entrance into the world of affairs at the unusually early age of ten. While yet a clerk, he bought an existing city express business and then another, and thereafter operated on his own account. The first baggage express delivery on The Hudson River Railroad, originated with Mr. Archer, at the time the railroad station occupied a site on Chambers street. Later, he contracted to carry on the entire express business of that railroad. Thus launched upon a prosperous career, he has continued in the management of various express, freighting and railroad enterprises, in the prosecution of which he has been successful. At one time he was chosen vice-president of The Erie Railroad. The first fast freight line ever known was started by him over The Hudson River Railroad. About 1849-50 he made a contract to divert all the freight business possible to The Hudson River and The New York Central Railroads at five cents per hundred pounds, and became a power in freighting. The New York Central at that time yet consisted of a chain of independent railroads. In 1858, he transferred his operations to The Erie Railroad and handled its freight. The Joliet & Wilmington and The Suspension Bridge & Erie Junction Railroads were built by him. In 1873, he retired from business, but has since become a large owner of real estate. Mr. Archer is a trustee of Syracuse University and a manager of The Board of Home and Foreign Missions of the Methodist Episcopal Church. June 4, 1845, he was happily married to Mary Dean. Their children are Oliver H. P. and George D. Archer; Mrs. William P. Abbott; Miss Nellie L. and Dr. Henry M. Archer.

DANIEL V. ARGUIMBAU, importer and broker, is a respectable Pearl street merchant, who, during an industrious and varied career, has gained a strong position by the ability with which he has conducted his business. Modest and unassuming, but diligent and shrewd, he makes steady progress in the peaceful accumulation of the fruits of his honest vocation. His transactions are largely in the nature of the brokerage of merchandise. He makes his home in the Hotel St. George in Brooklyn. The career of Mr. Auguimbau varies from that of thousands of men who devote their lives to practical pursuits, mainly in the fact that he has succeeded where many others, either from lack of capital or of talent, have failed.

ROBERT H. ARKENBURGH, tobacco merchant, born in Nyack, N. Y., in 1815, died there, Sept. 20, 1890. He was a grandson of Daniel Arkenburgh, one of the original Dutch settlers of Albany county. In 1836, the young man ventured to begin the manufacture of cigars in Albany, succeeding from the start. In 1840, he removed to Philadelphia for a few years, but in 1844 came to New York city and established a wholesale trade in leaf tobacco, as R. H. Arkenburgh & Co. He was a splendid merchant, very enterprising and energetic. Large contracts were awarded to him by the government, both in this country and in Europe. After 1865, his firm bore the name of R. H. Arkenburgh & Sons. He established branch houses in Ohio, Indiana, Illinois, Kentucky and Connecticut, and is said to have been the first merchant to ship tobacco in hogsheads by railroad car to New York, the older method having been to bring the staple by water from New Orleans. He added to his fortune by judicious investments in local real estate, especially on the West side, and aided in founding The National

Park Bank and The Metropolitan Gas Co., being president of the latter a number of years. His wife and six children survive him.

HERMAN OSSIAN ARMOUR, member of a celebrated firm of packers and commission merchants, was born March 2, 1837, at Stockbridge in Madison county, N. Y. His father, Danforth Armour, represented the second generation of the founder of the family in this country, James Armour, a Scotch-Irish emigrant, and a native of Ireland, who arrived in America about the middle of the last century. James was the father of eight children, the sixth of whom was John, born Feb. 25, 1765. The latter in turn was the father of nine children, the fourth of them being Danforth, born Jan. 5, 1799. Danforth married Julia Brooks of Ashford, Nov. 27, 1825. This couple had eight children, the seventh of whom was Herman Ossian Armour. The other brothers were Simeon Brooks, born Feb. 1, 1828; Andred Watson, born Jan. 27, 1829, who died in May, 1892; Philip Danforth, born May 16, 1832; Charles Eugene, born Sept. 10, 1835, a Union soldier in the Civil War, who died in hospital Aug. 12, 1863; and Joseph Francis, born Aug. 29, 1842, who died Jan. 5, 1881. The brothers now living are Simeon Brooks, Philip Danforth, and Herman Ossian Armour.

The father of the Armour brothers was a sturdy farmer, of remarkable force of character, an upright and worthy man, and the boys were brought up to hard work under strict discipline on the farm. The vigorous health and strong constitutions which nearly all of them have enjoyed are undoubtedly due, in part, to the wholesome life, the habits of self-restraint, and the careful oversight of their physical as well as mental welfare, of those early years upon the farm. As they advanced to youth and early manhood, the restrictions of rural scenes and the limited opportunities for the development of business ability led them, one after another, to seek their fortunes amid more active surroundings. The education of all was necessarily limited to the local schools, although some of the children entered the village seminary. Early in life, Herman O. Armour was attracted by the business enterprises which were looming into view in the great West. In 1855 he went to Milwaukee, and after a few years of business training established himself, in 1862, in the grain commission business in Chicago. The youngest brother, Joseph, joined Herman in Chicago. The latter in 1865 turned over the business he had established there to the care of Joseph, and removed to New York city, where a new firm was organized under the style of Armour, Plankinton & Co. Herman O. Armour proved himself a most efficient merchant and possessed of great financial ability.

The firm name of H. O. Armour & Co., produce commission merchants, was retained in Chicago until 1870. As early as 1868 the packing of pork was begun on a large scale. The name of the firm was changed to Armour & Co. in 1870. The following year, a branch establishment was opened at Kansas City with the style and title of Plankinton & Armour, and placed under the management of the older brother, Simeon B. Armour. The failing health of Joseph, who was in charge of the Chicago house, finally led to the removal, from Milwaukee to that city, of Philip D. Armour, who was five years the senior of Herman O. Armour. The brothers had thus been brought together into a common business interest.

In 1879, The Armour Brothers Banking Co. was established at Kansas City, Mo. One brother yet remained at the old homestead in New York State, namely, Andrew Watson Armour. Having been invited to take charge of the new enterprise in Kan-

sas City, he became its president and developed the same high quality of business tact, judgment and energy, which have characterized the other members of this notable family.

The packing business of the Armour brothers is conducted on a stupendous scale. Their abattoirs in Chicago are of immense capacity. Thousands of animals are slaughtered there every day. A member of the firm recently said, however, that he did not think there was one of the brothers who could stand and watch the process, without a sense of pity for the animals passing through the runways so innocently to their death. The firm not only supply millions of the people of the United States annually with fresh meats, through the method of distribution by refrigerator cars, but they are the largest shippers of cured goods across the ocean for the supply of Western Europe. They give employment in their several industries to upwards of 15,000 persons, while the auxiliary branches of the business attain to the number of about three hundred.

Herman O. Armour is now one of the most respected merchants of New York city. He has identified himself thoroughly with the business and social life of the metropolis. His wife is Jeannie P. Livingston, a woman of noble character. The family spend their winters in town and in the summer season occupy a country home near Tarrytown on the Hudson. Mr. Armour has joined the Union League and Republican clubs, and, like his colleagues in those public-spirited organizations, has aided in promoting the interests of the great art museums of the city, and other public institutions.

PHILIP DANFORTH ARMOUR, a brother of Herman O. Armour, was born May 16, 1832, at Stockbridge in Madison county, N. Y. Philip's education was derived from the country schoolhouse and in part from the local seminary. As a boy and youth, he was conspicuous for physical and mental energy, as well as for geniality of disposition.

In the winter of 1851-52, he was seized with the California gold fever, which at that time pervaded the whole country, and, with others, joined in an overland trip to the Golden State. Leaving Oneida, N. Y., in the spring of 1852, the party reached California after a journey of six months, during which they suffered the many trials and dangers incident to a journey through the wilderness as it then existed. For more than three years he pursued the rugged life of a miner. While subject to all the temptations of his vicious surroundings, the strict discipline of life which had been maintained under the paternal roof enabled him to withstand every evil influence triumphantly. He returned to the East in 1856 to visit his parents at the old homestead. He had met with some rewards for his labor; and after a few weeks stay at the old home, he started westward and settled in Milwaukee, where he engaged in the commission business. This was conducted successfully until 1863, when he entered into partnership with John Plankinton, for carrying on the pork packing industry. Mr. Plankinton, the senior of Mr. Armour, recognizing the young man's ability and business energy, induced him to dissolve the old firm and enter a new organization. Upon the removal of Herman O. Armour to New York in 1865, the younger brother, Joseph, was placed in charge of the business in Chicago. Owing to the ill health of Joseph, Philip, in the year 1875, removed to Chicago to assume charge of the business in that centre.

One of these brothers was recently asked how the pork packing industry began. The reply was characteristic: "It began itself; it grew up, and we took hold of it and helped it along by the application of hard work and by attending to our business." Of the five brothers originally associated in the several ramifications of these vast enterprises, two are dead, namely, Joseph F. and Andrew Watson. The oldest brother,

Simeon B., resides in Kansas City, Philip D. in Chicago, and Herman O. in New York

Of all the Armour brothers, Philip has probably attracted to himself more public attention than any of the others, by reason of his remarkable personality and his practical philanthropy, in which, however, he has been sustained by the liberality of the other brothers. The Armour Mission, one of the most conspicuous institutions in Chicago, has been developed through his activity, originality and generosity from an humble beginning to colossal magnitude. The youngest brother, Joseph, who died Jan. 5, 1881, bequeathed \$100,000 in his will for the founding of a Mission in Chicago, to be conducted on certain novel lines. As the executor of the estate, Philip D. Armour became peculiarly interested in the carrying out of the trust imposed upon him. The Mission is incorporated under the laws of Illinois, and is managed by a board of five directors. It is said that the present investment associated with the Armour Mission represents the sum of \$3,000,000. It is conducted on a self-supporting plan, the method being to construct flats for occupancy by persons pursuing their business in that immediate locality, who can, with their families, have the benefit of all the educational, religious and social features connected with the mission, and the charities associated with it. A certain standard of care and cleanliness is exacted from every tenant, while a most perfect system of sanitary regulation is observed by those in charge of the trust funds under the law. Philip D. Armour is the moving spirit, and his energy is untiring in the direction of the guidance of the Mission, the Institute, the Manual Training School and other auxiliaries. The object of the institution is the promotion of the highest physical, intellectual and moral improvement of children and youths.

Philip D. Armour is a man of sturdy figure, a big head and small side whiskers. In appearance he resembles more a Protestant Episcopal bishop than a man possessing such transcendent business ability. He is an attendant of the Congregational Church, but the Mission is conducted on non-sectarian grounds.

SIMEON B. ARMOUR, the oldest of the Armour brothers, was born Feb. 1, 1828. In the development of the vast industry created by these energetic men, he was an active participant. The Kansas City branch came more directly under his supervision; and for many years he has been the leading commercial spirit in that active and thriving emporium. He lacks nothing of that keen business judgment which is so pre-eminently a family trait. He is possessed, also, of that amiability, cordiality and directness of speech characteristic of the family. One of the brothers, when asked to what one quality more than any other he ascribed their phenomenal success in life, replied, "To the distribution among us of the virtues possessed by our father and mother, and the training we received as boys on the old farm at Stockbridge. That comprised the root. What has developed since is the natural growth springing therefrom. We were taught how to work and to work hard. We were taught how to make money and how to use what we gained so as to make more. We had instilled into us as children some of the hard, old-fashioned common-sense of our parents. We have not acquired and held on to what we have without labor and care, and plenty of it, too."

PHILANDER BANNISTER ARMSTRONG, life insurance president, was born in Brookville, Ind., Feb. 3, 1847. He is descended through the paternal line from a Scotch-Irish family, and through the maternal line from French Huguenots. No less

than five of his ancestors took part in the American Revolution. His early life was passed upon a farm. When of age, he went to Cincinnati, found employment with The Ætna Life Insurance Co., and in 1869 became general agent in Southern Ohio for The Guardian Mutual Life Insurance Co. Having conceived the idea of mutual insurance as applied to merchants and manufacturers, he founded The Phoenix Mutual Fire Insurance Co., in 1875, with a capital of \$50,000, introducing the idea of large lines of insurance upon selected and protected properties. The directors opposed this policy. Mr. Armstrong resigned, and in 1880 came to New York city, where he organized The Mutual Fire Insurance Co., in which two hundred leading business houses subscribed for shares. This enterprise met with success. For many years he was president of the company. In 1888, he acquired a controlling interest in The Fire Association of New York, and, in 1889, organized The Armstrong Fire Insurance Co., becoming president of both. His methods were original, often opposed by conservative directors, but usually successful. In 1893, he organized The American Union Life Insurance Co., the only financial institution founded in New York city during that trying year, and is its president. Although a busy man, he has been identified with The Washington Loan and Trust Co. of Washington, D. C., The Mercantile National Bank, and The Twenty-eighth & Twenty-ninth Streets Railroad, of this city; and The Grand Rapids Hydraulic Co., of Grand Rapids, Mich. His almond orchard in California is the largest in the world, there being 34,000 almond trees upon the ranch of 1,015 acres, with a total of 70,000 fruit trees, including figs, oranges, olives, peaches, apricots, cherries, pears, prunes, nectarines and lemons. He was married in 1872 to Josephine E., daughter of Henry Nietert, of Cincinnati. He occupies a beautiful house in Brooklyn, and is a life member of the Union League club of Brooklyn, of which he was one of the principal founders, and The Ohio Society and Sons of the Revolution and Insurance club of this city.

AARON ARNOLD, merchant, born in the Isle of Wight, in 1794, died in New York, March 18, 1876. He was the son of a farmer. In 1825, he sailed for Philadelphia with his wife and daughter. After a careful study of the comparative advantages of different cities, he selected New York as the most desirable location, moved to this city, and in 1827, established a dry goods store at the corner of Canal and Mercer streets, with his nephew, George A. Hearn, under the firm name of Arnold & Hearn. On Mr. Hearn's retirement in 1842, his place was supplied by Mr. Arnold's son-in-law, James M. Constable, the firm thereupon taking the name of Aaron Arnold & Co. In 1853, Richard Arnold, his son, and J. P. Baker were admitted to the firm, of which the title has since been Arnold, Constable & Co. The rapid growth of the city, and the uptown tendency of the retail business, led to the removal of the store, in 1868, to its present quarters at Broadway and 19th street. In 1877, Mr. Arnold retired. His children were Richard Arnold and Henrietta, wife of James M. Constable. Mr. Arnold's success was attributable to industrious habits, sterling honesty, business sagacity and steadfast adherence to his friends, whether rich or poor.—His son, **RICHARD ARNOLD**, born in New York in 1825, died here, April 7, 1886. When of age he entered the store of his father. He learned the trade thoroughly in all its details, and in 1853 was admitted to partnership. A man of strong common sense, capable, and foreseeing, he proved a competent merchant, gave the closest attention to details and directed the affairs of the house with notable skill and success. He promoted the investment of a

part of the earnings of the house in real estate on what was then upper Broadway, and the great appreciation in value of this property has proved the sagacity of this venture. He was twice married, first to Pauline, daughter of Noel J. Bicar, and after her death to Georgiana E., daughter of M. S. Bolmer. He left four children, three of them now deceased.

HICKS ARNOLD, merchant, nephew of Richard Arnold, was born in England, and first engaged in business in his uncle's store as a salesman. A diligent man, he was in time admitted to the firm of Arnold, Constable & Co., and has since been an active and capable member of the firm. His wife is Harriette, daughter of James M. Constable. Mr. Arnold is a director in The Bank of the Metropolis.

WILLIAM H. ASPINWALL, merchant, born in New York, Dec. 16, 1807, died here Jan. 18, 1875. He came from an honorable line of shipping men, his grandfather, Captain John Aspinwall, having been a captain of vessels hailing from his port long before the American Revolution, and his father, John, being a member of the famous shipping and mercantile firm of Gilbert & John Aspinwall. This latter house dealt largely in cotton, received goods on consignment from all parts of the world, and were large exporters of American products. William attended a local boarding school, and was trained as clerk for his uncles, Gardner G. and Samuel S. Howland. In 1832, he became a partner, the name being changed in 1837 to Howland & Aspinwall. The house transacted an immense business with the East and West Indies, the Mediterranean, China and England, owning seventeen or eighteen ships, including several Liverpool packets, and rose to be the largest shipping firm in the city. In 1850 Mr. Aspinwall relinquished the active management to his brother, J. Lloyd Aspinwall, the business thereafter taking the nature of banking, and devoted his attention to the building of The Panama Railroad and creation of The Pacific Mail Steamship Co. In the railroad enterprise he was aided by Henry Chauncey and John L. Stephens, and its pecuniary success was a proof of Mr. Aspinwall's sagacity. The profits of the road were \$5,971,000 during the first seven years. The Pacific Mail Steamship Co. proved, especially in its earlier years, very successful. Mr. Aspinwall retired from the presidency in 1856, and devoted his remaining years to well-earned rest. He left five children, Lloyd and the Rev. John Abel Aspinwall; Anna Lloyd, wife of James Renwick, the architect; Catharine, wife of Ambrose C. Kingsland, and Lonisa, wife of John W. Minturn. Mr. Aspinwall was widely known for his generosity. A liberal patron of the fine arts, he collected a gallery of valuable paintings, including Stuart's head of Washington. In his will, he specifically stated that he left no bequests to public objects, because he had given according to his judgment during life. He enjoined his children to charity.—His son, **GEN. LLOYD ASPINWALL**, born in New York in 1830, died in Bristol, R. I., Sept. 4, 1886. Early in life, he entered the firm of Howland & Aspinwall, of which his father was a member. In time, he succeeded his father and stood at the head of the firm at his death. He inherited large means, and added to them by his own effort. He was married to Henrietta Prescott, daughter of William De Wolfe of Rhode Island, who, with two sons, J. Lloyd and William H. Aspinwall, survived him. His military title was derived from service in the National Guard of New York, which began in 1854. In 1857, he declined an election as Major of the 74th Regiment. In 1861, he formed the Minor Grays, afterwards the 22d, with which he went to the front in the fall of 1861, as Lieutenant Colonel. Later, he was made Colonel and led the regiment

during its three months service in the Gettysburg campaign, serving with credit in other capacities also during the war. In 1865-69, he served as Brigadier-General in the National Guard. Three times president of the Army & Navy club and a prominent member of The Military Order of the Loyal Legion and other veteran organizations, he was also a member of the Union League Club, and at one time declined a nomination for Mayor of New York city.

JOHN JACOB ASTOR, the greatest merchant of his time, and founder of one of the most conspicuous families in America, was born in Waldorf, near Heidelberg, Germany, July 17, 1763, and died in New York city, March 29, 1848. He was the son of Johann Jacob Astor, a respectable village merchant. Nature cast this young man in princely mould and endowed him with a soul in keeping with his outward aspect. He possessed a clear and courageous mind, an honest heart, and a spirit of unusual energy. In early youth, he encountered much hardship, but plain living and toilsome work in his father's store were interspersed with lessons at school and the reading of good books, and the modest circumstances of the family proved an impetus and inspiration, not an injury. His native village having become too small for the spirited and ambitious boy, he resolved to follow his older brother, Henry Astor, to London. He walked to the river Rhine, and voyaged down the river on a lumber raft, much as our American country lads often make their first visit to New York by freight boat on the Erie canal.

In London he was employed by his uncle, who was the senior partner in Astor & Broadwood, makers of musical instruments. Three years sufficed to teach the youth the English language and a trade. In 1783, before the British troops had fully evacuated New York, Mr. Astor sailed for the new world, with the purpose of becoming a merchant there, bringing with him seven flutes and some other articles for sale upon a commission. Landing in Baltimore, Mr. Astor made his way to New York, where his brother Henry had already established himself as a merchant of cattle and meats, and there entered the service of a Quaker merchant, from whom he learned the details of the fur trade. He saved his earnings carefully, gained a little more by his own trading, and then opened a modest store on Water street as John Jacob Astor, fur merchant.

In a little store on Queen street, he also became the pioneer merchant of musical instruments in the United States.

Mr. Astor's occupation was the purchase of furs from the Indian tribes and the shipment of them to Europe. While he employed many trappers and traders upon the outskirts of civilization at all times, he was nevertheless compelled to make many trips in person into the dense solitudes of the primeval forests of the North and the region of the Great Lakes. His life at this period was full of romantic adventure. To his honor, be it said, that his personal aspect, his integrity and justice, and his tact, won the confidence and friendship of the wild tribes of the forests, and they always became his staunch and loyal friends. His unceasing energy resulted in a rapid development of his fur trade, and before the beginning of the present century, he was already worth \$250,000. In the North, he was opposed by The Hudson Bay Co., which aimed at an entire monopoly upon that side of the American boundary. Nevertheless, Mr. Astor pushed his enterprise into Canada by way of Lake Champlain and Buffalo and into the West beyond Detroit. He even purchased furs upon the headwaters of the Mississippi and Missouri rivers, which Pierre Chouteau, the founder of St. Louis, regarded as his own especial field.

The greatest venture of Mr. Astor was the founding of Astoria at the mouth of the Columbia river in 1809. He planted there a fort and a settlement, in person, won the friendship of the Indian tribes, and, during his four years of control, carried on a large trade. Mr. Astor aimed at securing the whole of the Oregon region peacefully for the United States. In this he would have succeeded, in spite of the determined hostility of The Hudson Bay Co., had not the War of 1812 frustrated the plan. His agent betrayed his interests, dismissed Mr. Astor's Indian allies, and upon the first approach of a British ship of war, struck his flag and surrendered the post.

The American Fur Co., which Mr. Astor organized, carried on a continental trade, and its sales in New York city were attended by buyers from every part of the world.

At an early period, it became necessary for Mr. Astor to employ ships of his own in exporting furs to Europe. The return of these vessels laden with merchandise led him into an extensive foreign trade. He gradually acquired a large fleet, and his ships ploughed every ocean of the globe and carried cargoes both to and from England, Germany, France, Russia, China and America, the cargoes usually being purchased and sold on Mr. Astor's account. His ships were dispatched to various parts of the world with unerring judgment, and a single voyage sometimes brought him a profit of \$100,000 or more. For a long period, Mr. Astor invested two-thirds of each year's earnings in real estate. He acquired large tracts of land in Missouri, Wisconsin, Iowa and other parts of the West, and purchased many hundred acres upon the Island of Manhattan. He believed that the enterprise of his fellow merchants and himself would yet make New York the centre of a world wide trade and cover the rocks and swamps of this island with the edifices of a stately city. Sagacious in investment, he bought property in the city and its suburbs continually as opportunity offered. It was characteristic of him that he seldom sold a piece of property and never placed a mortgage on any of his possessions. He constructed many prominent buildings, including the Astor House. The growth of New York from a population of 80,000 in 1810 to half a million at the time of his death enormously increased the value of his property and brought to him the greater part of his fortune of \$20,000,000.

A daring enterprise in which he was associated in the early part of this century was an attempt to purchase Louisiana from Napoleon. Mr. Astor expected to gain \$30,000,000 had this purchase been consummated, but he was anticipated by Napoleon himself, who offered the territory to President Jefferson in order that it might be saved from capture by England.

Mr. Astor was a man of commanding personality and won his way to fortune by intrepid, untiring and honorable effort and his early comprehension of the future of New York city. He was remarkable for his integrity, and won the good will of his fellow merchants by many helpful and magnanimous acts.

For a time after his marriage to Sarah Todd, whom he was accustomed to describe as the best business partner he ever had, he made his home modestly at the store; but when prosperity came to him, he moved to the lower part of Broadway. His home: there was adorned with works of art and attended by a throng of servants, who were natives of China and other lands with which he traded. Intellectual and eminent in his attainments, he enjoyed the company only of men of merit. Albert Gallatin, Washington Irving and other persons of distinction were his intimate friends. He retired from business in 1822. Thereafter he spent many pleasant seasons in Europe.

In America, Mr. Astor maintained not only a residence in the city but a summer place in Westchester county. He was fond of the simple and invigorating life of this farm. Public objects enlisted his cordial interest. The village of Waldorf received from him a \$50,000 asylum for poor children, and his private charities were noble and extended. In his will, a legacy of \$400,000 provided for the founding of The Astor Library. His children were John Jacob Astor, 2d, William B. Astor and the wife of Vincent Rumpff. John Jacob Astor, 2d, received injuries in the head, while riding, which unsettled his mind. He wrote some creditable verses after that, however, lived for many years on what was then a farm, on 14th street near Ninth avenue, the tract extending through to what is now 15th street, and died when about seventy.

WILLIAM BACKHOUSE ASTOR, son of John Jacob Astor, 1st, began and ended his life in New York city. He was born Sept. 19, 1792, and died Nov. 24, 1875. He inherited the self-reliance and eminent character, rugged health and business capacity of his father in a marked degree. His education at the public schools in New York, was finished at Heidelberg and the University of Goettingen. He selected Chevalier Bunsen as his tutor, and with him traveled in various parts of Europe. Napoleon was then in the ascendancy upon the continent and Mr. Astor had the good fortune to witness some of the stirring and memorable events at that time. He saw Napoleon's troops assembling for the invasion of Russia, and later, the rising in Germany, when the French Emperor had been driven back from Moscow. After his return to America, Mr. Astor was married in 1818 to Margaret Rebecca, a daughter of Gen. John Armstrong, a man of distinction, and successively United States Senator, Secretary of War and Minister to France.

In 1820, Mr. Astor was admitted to partnership by his father, and became an efficient factor in a trade which extended to every part of the globe. The great fur sales were conducted by him for a number of years. He was president of The American Fur Co., and during the latter part of his father's life held his father's general power of attorney. After 1825, he gradually discontinued the commercial ventures of the house, and that field was finally abandoned to other merchants. From his uncle, Henry Astor, a merchant on the Bowery, he inherited the sum of half a million. From his father he received the Astor House property. And by his excellent management of the fur business he gained an independent fortune of his own.

Upon his father's death, Mr. Astor became the sole heir of an immense estate. Thereafter, he devoted himself to the preservation and growth of his property. He was a progressive man and one of the most active builders of his generation. It was said in 1867 that he had inherited and built 720 dwellings and stores in this city. He had also promoted important railroad and insurance enterprises. He was liberal toward his tenants and generous in charity; and his hatred of wrong doing, his purity of character and modest demeanor won the entire respect and good will of the community. His wife passed away Feb. 15, 1872, and thereafter his private affairs and the enjoyment of his library occupied his entire attention. He loved simple ways of living. Enthusiastic in athletic exercises, he was a good horseman and in early life a fencer, and until the age of seventy-five seldom allowed a day to pass without a brisk walk, regardless of the weather. His children were John Jacob Astor, 3d; William and Henry Astor; Emily, who married Samuel Ward and died early in life, leaving a daughter Margaret, who

married John Winthrop Chanler; Alida, wife of John Carey of England; and Laura, wife of Franklin Delano, the merchant.

He added \$250,000 to the endowment of The Astor Library, and made a total of \$550,000 in gifts to that institution. His estate was divided mainly and equally between his sons John Jacob and William Astor.

JOHN JACOB ASTOR, third of the name, son of William B. Astor, was born in New York city, June 10, 1823, and died here Feb. 22, 1890. He received a good education and at an early age went into the real estate business with his father, assisting in the management of the vast property which was later to come in part under his control. In 1846 he married Charlotte Augusta, daughter of Thomas Gibbes, of South Carolina, a woman of noble character, devoted to good works. She died Dec. 12, 1887. From this marriage, one son was born, William Waldorf Astor. At the outbreak of the Civil War, Mr. Astor enlisted as a volunteer, and served with credit on the staff of General McClellan. After the war, he remained in business with his father. After his father's death, in 1875, Mr. Astor increased his inheritance by continuing the purchase and improvement of real estate. He rarely sold. As a result of this policy, he was at his death the largest owner of real estate in New York city, aside from the Trinity Church corporation. He was a director and trustee in many institutions, and a vestryman in Trinity Church, in the affairs of which he took a deep interest. He was one of the principal owners of The United States Trust Co., and The Farmers' Loan & Trust Co., and a stockholder in nearly all the older banks of New York city.

In Mr. Astor's life, there were no incidents of public interest at all commensurate with his fortune. He was a modest, unobtrusive, well balanced man, exact in business matters, and generous in his charities. A master of both the French and German languages and fond of literature, he devoted his leisure to reading and study.

His estate was estimated variously between \$75,000,000 and \$100,000,000, the bulk of it going to his son, William Waldorf Astor, now the head of the family. He gave legacies of \$400,000 to The Astor Library, \$100,000 each to St. Luke's and the Cancer hospitals, and other sums to kindred public objects.

WILLIAM WALDORF ASTOR was born in New York, March 31, 1848, married Miss Mary Dahlgren Paul of Philadelphia, June 6, 1878, and succeeded to his father as head of the family in February, 1890. His life has been largely controlled by the influence of two women of noble character. To his mother, in early manhood, he owed his ideal; from his wife, in his maturity, he received an unflinching example of courage, charity and good sense.

Upon the completion of his education, which was directed by private tutors and finished in Europe, young Astor was taken into the office of The Astor Estate at the age of twenty-three, his father having entered it at twenty-five, and his grandfather at twenty-eight. Here, he was instructed in every branch of business routine, which had gradually been developed into an elaborate and comprehensive system. He was sent about the city with a pocket map-book until he knew all the family property. He collected dividends, learned the art and mystery of coupon cutting, and listened to the perennial complaints of tenants. Above all, he had before him the example of his father and grandfather in the clearness, industry and justice, with which their daily task was accomplished. Those were days of incessant labor and of much vexatious routine, which might well have been remitted to a manager.

In the midst of the fudge which the newspapers print about this family, four mistakes deserve a passing correction. First, it is supposed that the Astors delight in the foreclosure of mortgages. The truth is, that a foreclosure being a disagreeable and unprofitable process, is resorted to only in rare instances. Secondly, it is not true that they are their own insurers against fire. Thirdly, the assumption that much of the fortune was derived from the Astoria enterprise is incorrect, that brilliant and romantic venture having resulted in heavy loss. And lastly, the alleged rule never to sell real estate does not exist. Only narrow-minded and impractical men would imagine so silly a rule. The first John Jacob Astor was continually selling houses and lands whenever they could be disposed of at large profit. His son and grandson did the same as they found it expedient. The subject of this sketch sold a million dollars' worth of unpromising tenement-house property in 1890; and it is not rash to say, that he is always ready to part with any of his New York real estate for double its value.

The old office building, 85 Prince street, with all the accumulated ledgers, family settlements, trust papers, letter books, records of the Astoria enterprise, and documents showing the management of the estate for over fifty years, passed in 1876, at the division of the property under the will of William B. Astor, into the possession of his eldest son, John Jacob, who bequeathed his entire estate, real and personal, absolutely and in fee simple, to his son, William Waldorf, without any limitations or trusts. He had previously received in 1878 a general power of attorney, by which his father placed him wholly in control over all his interests, giving him authority to do any act in connection therewith which he himself could legally perform. Mr. Astor's first act, upon succeeding his father, was to name his place of business at 21 West 26th street, "The Office of The Astor Estate." His next important decision was to erect at the corner of Fifth avenue and 33d street the hotel, which bears the name of the German home of the family at Waldorf. So successful has this venture proved, that it is about to be imitated upon the adjoining corner.

Mr. Astor has received a more liberal share of newspaper abuse than falls to the lot of most men. He has been derided and reviled, reported dead and insane, and charged with mean and sordid motives. To all this he has made no reply, thinking it beneath him to enter upon the contradiction of willful misrepresentations, and perhaps knowing that many of his critics are destitute people, who have no other means of livelihood. It can hardly be necessary to remind New York that the Astors have been public-spirited citizens, given to service for the public good in hospitals, in the library which bears their name, benevolent institutions, and works of charity. It cannot yet be forgotten that in war times, John Jacob Astor, father of the subject of this sketch, went to the front and served in the field with the Army of the Potomac. Nor can it lightly be lost sight of that the name of Astor has been a synonym for honesty and high character and pure life in the history of New York.

In September, 1880, Mr. Astor conceived the project of a London office. The termination of his embryo career in politics in 1881, after an entirely creditable record of three years in the New York Legislature and his more than creditable career of three years as Minister to Italy under President Arthur, turned his thoughts to a residence in England, where he saw the possibility of a broader life than is included within the limits of Wall street, Fifth avenue and Newport. In 1888 and 1889 he represented to his father the advantages of a residence and office abroad, to which the latter agreed that

it would probably be conducive to comfort and happiness, and might be expected to add to the security of the estate, though invariably declining to have anything to do personally with his son's "English plan," as it came to be called between them. "I am too old," he said, "for any change; some day you will take my place, and then you can do as you please. But," he added on the last occasion when the project was discussed, "be quite sure, before beginning, that you have the nerve to carry it through."

This admonition was deeply laid to heart, and it may be said that Mr. Astor has found the "nerve to carry it through," and to make for himself and his children the opportunity for useful and happy and profitable lives. He cherishes, wherever he may be, the remembrance of his childhood's home, of many kind and loving friends in America, and of the enterprising genius of the great city of New York, where so many years of his life were spent.

WILLIAM ASTOR, second son of the late William B. Astor, born in New York city, July 12, 1829, died in Paris, France, April 25, 1892. An able and vigorous man from his youth, he graduated second in his class from Columbia College in 1849. Frank and generous in his nature, self-respecting, loyal to his friends, enthusiastic in athletic sports, he was exceedingly well-liked by all his classmates. He undertook a long journey through Egypt and the East, after his college days were over, and this tour made impressions upon his receptive mind which were never effaced and inspired in him a lifelong interest in Oriental art and literature.

Sept. 23, 1853, he was married to Caroline, daughter of Abraham Schermerhorn, a descendant of an old and distinguished family, which was founded in America in 1642 and has always been conspicuous in affairs.

Immediately after his marriage, Mr. Astor entered the real estate office of his father on Prince street, and undertook a share of the management of the vast properties belonging to the family, and, after half of it had come to him by inheritance, he increased it largely by continual purchases and re-investment of receipts. Competent, judicious, and successful, he possessed the faculty of so regulating his business interests as to leave a portion of his time free for recreation. He was fond of farming and open air employments, and especially enjoyed the company of the sea. Many trips along the coast were taken in his own steam yacht.

In 1875, a visit to Florida awoke his interest in the vast undeveloped resources of that State; and it is believed that his enterprise, during the next ten years, accomplished more for Florida, than that of any of his cotemporaries. He built a railroad from St. Augustine to Palatka, constructed several modern blocks of buildings in Jacksonville, and led other men of means to join in the work of re-creating a new Florida in place of the old one. His services were so valuable that the State Government voted him a grant of 80,000 acres of land.

Both Mr. Astor and his wife were prominent in the social entertainments of the metropolis. Their eminent purity of character, discriminating taste, refinement and generous hospitalities made them the unchallenged leaders of the social life of the city. The approval of Mr. and Mrs. Astor ensured the success of every movement which depended in any manner upon the favor of the great and powerful. They were both singularly generous in their charities and equally scrupulous in avoiding public notice of them. Their children were Emily, who died in 1881, wife of James J. Van Alen of Newport; Helen, wife of James Roosevelt Roosevelt; Charlotte Augusta,



WILLIAM ASTOR.

wife of James Coleman Drayton; Caroline Schermerhorn, wife of Marshall Orme Wilson; and John Jacob Astor.

A reference has been made to Mr. Astor's love of the ocean. The schooner yacht *Ambadress*, built for him in 1877, gave him much pleasure during the following seven years. She was the largest sailing yacht ever constructed. In 1884, he caused to be designed and built the *Nourmahal*, a steamer heavily sparred and capable of a rapid run under sail alone. Mr. Astor projected a trip around the world in this seaworthy vessel, but did not live to carry out the plan. The *Ambadress* was sold to a Boston gentleman for private use, and several years later to a fruit concern in the West Indies. She is probably the swiftest ship afloat in the fruit trade. Mr. Astor was also the owner of the sailing yacht *Atalanta*, which won two out of three races in which she entered and carried off the Cape May and the Kane cups.

Mr. Astor was also fond of fine horses and owned many thoroughbreds. *Vagrant*, purchased in Kentucky in 1877, more than paid for himself before his owner saw him. Another horse named *Ferncliff*, raised by him, was sold as a yearling for \$4,800. A stallion bought in England in 1890 for \$15,000 sold within a year for \$30,000.

JOHN JACOB ASTOR, fourth of the name, son of William Astor, was born July 13, 1864, at *Ferncliff*, near *Rhinebeck*, his father's country house on the Hudson. He is the most American of all the Astors, both by descent, marriage and patriotic sentiment. Through the maternal line, he is in the fifth generation of descent from Robert Livingston, who received by royal patent the famous Manor of Livingston on the Hudson River, comprising a large part of the land in Dutchess and Columbia counties. His education, begun in St. Paul's School, Concord, N. H., and prosecuted at Harvard University, from which he graduated in the scientific class of 1888, has been continued by diligent reading and extended foreign travel. Before entering Harvard, he made a trip to the Pacific coast by the northern route, enjoying the novelty of travel by stage through the mountains and many expeditions on horseback and on foot in pursuit of big game. Since then he has visited nearly every country in Europe, the West Indies, and many parts of South America. In Turkey the Sultan, Abdul Hamed, paid him the honor of a personal audience, having first fully satisfied himself that the young American was not an agent of Russia or England, or otherwise bent upon overturning the Turkish throne and convulsing the whole of Europe with the chaos of a general war. His originality has been repeatedly shown by avoidance of ordinary routes of travel.

Upon his return from foreign travel, Mr. Astor identified himself with the management of the family estates. He gained a thorough knowledge of the business and has since devoted himself to practical affairs with ability and success.

In 1891, he was married in Philadelphia to Ava, daughter of Edward Shippen and Alice C. Barton Willing of that city, and thus became connected with a family of distinction, which, besides being notable for its lofty character, has given birth to many men of high social and official position. Thomas Willing, great-great-grandfather of Mrs. Astor, was Mayor of Philadelphia, Judge of the Supreme Court, and first president both of The Bank of North America and The Bank of the United States. He aided in drawing up that immortal document, the Constitution of the United States, and it was he who designed the United States coat-of-arms. Another ancestor of Mrs. Astor was Coloney W. Barton, a Member of Parliament in 1653. By this marriage,



J. J. Astor

Mr. Astor gained the life companionship of a charming and congenial woman. His wife is fitted by native refinement, a bright mind, and thorough education for the exalted social position she occupies; and she enters graciously and with enjoyment into the open air recreations for which the Astors have always been noted. She is a good marksman and with fire-arms made especially for her, has secured wild duck and other game many times during the hunting expeditions of herself and husband. In fact, upon their wedding trip, Mrs. Astor demonstrated the fact that she was a better shot, even than her husband, with revolver and rifle. A piece of slate, completely concealed by a half dollar coin, according to a spectator, was by her shot at and hit four times out of five, at a distance of fifteen paces. Mrs. Astor now owns quite an arsenal. She is as fond, not only of shooting but of open air amusements, as her husband, and frequently plays tennis and golf, and joins Mr. Astor in sailing. Her influence in the promotion of invigorating exercises is certain to prove far-reaching.

Mr. Astor is a good citizen, a progressive and capable business man, and a gentleman who has shown himself willing to endure discomfort in the public service. He has served as jurymen in the local courts with admirable patience and public spirit. The influence of his name has been sought by financial institutions and he is a director in The National Park Bank, The Title Guarantee & Trust Co., The Mercantile Trust Co., The Illinois Central Railway, The Second National Bank, and The Plaza Bank. He belongs to the Knickerbocker, Union, Metropolitan, Tuxedo, City, Riding, Racquet, Country, New York Yacht, Down Town, and Delta Phi clubs, and is one of the governors of the Newport Golf Club and the Newport Casino. It may also be said that he is one of the patrons of the annual Patriarch's Ball, the greatest social event of each winter season in the metropolis. Already the possessor of many buildings in this city, Mr. Astor's civic pride, energy and business sagacity combined promise to place upon the Island of Manhattan several splendid buildings during the long business career which is before him. Various plans are now in contemplation.

It is one of the developments of modern times that a talent for practical affairs and literary ability are sometimes found united in the same man. This is the case with Mr. Astor. He is fond of the study of science and philosophy, and he has written a book, entitled, "A Journey in Other Worlds; A Romance of the Future," which, superbly illustrated by Dan Beard under Mr. Astor's direction, and handsomely printed, appeared in 1894 and attracted widespread interest and attention. In this entertaining work, Mr. Astor assumes that the conquest of nature has been achieved and that nearly all the forces which mankind is striving, so far in vain, to harness, have been brought under control, while new ones have been discovered, among them the principle of apery, which tends to throw objects apart, as gravitation draws them together. He indulges in this romance in clever and daring philosophic speculation, revels in the luxuriant and wonderful life of Jupiter, makes the flowers sing, creates extraordinary reptiles, discovers a water spider 600 feet long, travels 300 miles an hour by railroad train, and, most marvelous of all, reveals New York as possessing clean streets, rapid transit and a good city government. His heroes visit Jupiter and Saturn and encounter strange and inspiring adventures, which are described with so much force and felicity of language, as to create the hope that Mr. Astor's pen may yet be employed upon other volumes. His first excursion into the realm of literature, judged solely by its own merits, not by the merits of the man.

which are great, has received the approval of the most judicious critics. The work will soon be published in Paris in the French language. It has already been printed in London, and the sale of the London edition already exceeds the sale in New York, although the book has reached its fifth edition here.

Mr. Astor has been commissioned a Colonel on the staff of Levi P. Morton, Governor of the State of New York.

HUGH AUCHINCLOSS, merchant, born in New York, in 1817, died in New Canaan, Conn., June 18, 1890. He was the son of Hugh Auchincloss of Paisley, Scotland, who in 1805 began in New York the importation and sale of dry goods and cotton thread. At an early age the younger Hugh and his brother John were taken into the firm, which until 1855 displayed the sign of Hugh Auchincloss, but then became known as John & Hugh Auchincloss, later as Auchincloss Bro's. The firm rose to prominence as the American agents for Coates's spool thread, of which they imported and sold enormous quantities. They were also manufacturers of thread in this country, and long held a high position in the mercantile world. Mr. Auchincloss left an only daughter, Mary Baldwin, wife of Lewis P. Childs of New Canaan, Conn. He was a director of various financial institutions, including The Merchants' National Bank and The Bleecker Street Savings Bank. For many years, he was a member of Grace Protestant Episcopal church and a man of the highest probity of character.

JOHN AUCHINCLOSS, merchant, born in 1811, died in Quebec, Canada, June 26, 1876. He was a son of Hugh Auchincloss, of Paisley, Scotland. Receiving a training in his father's store, he became a partner, and, after the death of his father, in 1855, joined his brother Hugh in continuing the business of the house, which was developed to large proportions. At the time of his death, Mr. Auchincloss was the oldest dry goods merchant in New York city in continuous management. He was a director of The Merchants' Bank, a trustee of The Equitable Life Assurance Society, and identified with various other institutions. Six sons and two daughters survived him. For many years he had been a member of the Fifth Avenue Presbyterian Church and was highly respected in business and social circles.

ROBERT FRANKLIN AUSTIN, merchant, born in Brownville, N. Y., Sept. 21, 1827, died in Brooklyn, N. Y., March 31, 1885. His parents were of New England descent. At the age of sixteen, the young man entered the general country store of Daniel J. Schuyler at Three Mile Bay, afterwards rising to partnership. Mr. Austin made himself so popular among his neighbors that, while yet a young man, they sent him, in 1855, to the State Assembly for one term. About 1860, he removed to New York, and found employment as a clerk with Earle & Co., grocers. In 1861, he became a partner in Fitts, Austin & Turner in the same trade. Mr. Turner withdrew in 1864. The store, originally in Warren street, was moved, in time, to larger quarters in Murray street, and finally to Reade street. In 1878, the firm reorganized as Austin, Nichols & Co. Mr. Austin soon took leading rank among the business men of the city, the new firm being highly successful under his management. In 1880, they removed to a new store on Hudson at the corner of Jay street. Mr. Austin was a keen, prompt, upright man, just, humane and democratic. In 1875, he was given a seat in the Chamber of Commerce, and often took part in discussions there, being an excellent speaker. In August, 1850, Mr. Austin was married to Miss Anna Schuyler, daughter of his first employer. To them was born one son, D. William Austin, who died Oct. 2,



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Geo. F. Gay.

1894. Among the institutions with which he was identified were The Importers & Grocers' Exchange, The Mercantile Exchange, The Board of Trade & Transportation, and The Hanson Place Baptist Church, in Brooklyn.

FREDERICK FANNING AYER, a lawyer of high standing in New York city, a son of the late Dr. James C. Ayer, of Lowell, Mass., was born in Lowell, Sept. 12, 1851. This family have been identified with the history of the country for the last 200 years. Mr. Ayer's paternal ancestors served in the American Revolution and in the War of 1812. Through his mother, he descends from Lawrence and Cassandra Southwick, members of the Society of Friends, who were persecuted for conscience sake in colonial days in Boston. Their heroic endurance has been commemorated by Whittier in a poem. His mother's mother and the founder of the house of H. B. Clafin & Co., of New York, were children of Major John Clafin of Milford, Mass.

Frederick F. Ayer was educated, first, in the public schools in Lowell, and in 1863, he was sent to St. Paul's School in Concord, N. H., where he enjoyed a four years' course.

He then left school for a while to learn a trade. Dr. Ayer, his father, was, at that time, a large owner of stock in various manufacturing companies. Some of these concerns had met with serious losses, owing to the incompetence of their managers, and the young man inherited from his father a conviction of the imperative necessity of acquiring a practical knowledge of the details of any form of business in which he might be engaged. It was certain that, in time, large manufacturing interests would be entrusted to him; and he resolved to gain a thorough acquaintance with the details of the work in the mills. He entered Suffolk Mills, therefore, as an operative, beginning at the beginning of the processes of manufacture, and working in every room of the mill from wheel pit to belfry, until he had acquired a sound personal knowledge of every process through which cotton passes on its way from the bale to the finished cloth. Then, leaving the factory, he fitted himself for college.

In July, 1869, The Franklin Literary Association was organized by him and other young men of Lowell. This was at first a large debating club. In that practical school, Mr. Ayer acquired the habit of thinking while on his feet, which served him in good stead in later years. Graduating from Harvard in 1873 with honor, he then spent some time travelling in Europe with his father. In 1874 he entered the Law School at Cambridge, being in due time admitted to the bar. In 1875 he began practice in partnership with Lemuel H. Babcock. The first service of the young lawyer in court came about in a sudden and unexpected manner. Dr. Ayer was then the controlling spirit in the company formed to supply the city of Rochester, N. Y., with water from Hemlock Lake. Litigation had arisen between the company and the city. The case was one in which the family were deeply interested, and while yet in the Law School, Mr. Ayer had studied from curiosity the questions involved. When the case came up in the Supreme Court at Rochester for argument, Mr. Ayer was present to listen. To his great surprise, Judge Henry R. Selden, counsel for Dr. Ayer, introduced the young man to the court as his associate from Massachusetts and declared that Mr. Ayer would open the case. Mr. Ayer was taken unawares, but rose, without preparation, faced the court with quickly beating heart and shaking knees, and spoke for half an hour. He acquitted himself with such credit that his father presented to him a check for \$10,000, his first professional fee. This experience with the ways of senior counsel

made him shy of court rooms thereafter. In 1876, the failure of Dr. Ayer's health compelled Frederick to abandon the practice of the law and assume the responsible duty of managing Dr. Ayer's vast investments. He has since been fully occupied with the care of large interests.

Mr. Ayer possesses the faculty of public speaking and has appeared before large audiences many times. He was never more felicitous in his remarks, perhaps, than upon Oct. 26, 1876, when, in behalf of his father, he made the address of presentation of the new Town Hall of Ayer to the authorities of the town and delivered to them the keys of the edifice. His father's life was drawing to a close and the occasion was an affecting one. Mr. Ayer spoke with fine control and much feeling.

In 1885, he made an address in Michigan which was followed by important consequences. Like his father, he had become greatly interested in corporation reform. Among the first to see the justice and expediency of minority representation and cumulative voting in the directory of industrial corporations, he urged this idea upon the attention of public men; and when, in 1885, a bill to secure this result was introduced in the Legislature of Michigan, Mr. Ayer made an argument in its behalf which was so unanswerable that it led to the passage of the law. Similar laws have since then been enacted by other States.

He has always taken a lively interest in public affairs and studied diligently the various branches of economic science. He has always opposed by voice and pen every successive scheme for debasing the currency, and has always favored a reasonable but moderate tariff.

Upon his father's death in 1878, Mr. Ayer became the manager of the great properties which his father had created, and for many years was obliged to resort to law and lawyers, as a client, to extricate the estate from dangers with which it was threatened. He has displayed business ability of a high order, and his previous legal training has aided to make him a successful financier.

Mr. Ayer is a man of generous impulses. Among many philanthropic acts, it is told of him that in 1890 he gave \$5,000 for books for a public library in the Town House of Ayer, and later built for the town the Ayer Memorial Library building, at a cost of about \$40,000. There had previously been some attempts to maintain a public library in the village. In one case, the library had been so very free, that all of its books had disappeared within the fifteen years of its existence. Other attempts were made under better management, and in 1890 a library of about 2,800 books had been accumulated. Mr. Ayer's gift enabled the trustees to equip the shelves with a large number of the most valuable standard books, and his later generosity gave the town an excellent library building. He has also joined with his mother, Mrs. Josephine M. Ayer, in presenting to the city of Lowell a beautiful home for children.

Mr. Ayer inherited a large interest in his father's property, and has many large investments of his own. The fortune of Dr. Ayer has been more than doubled by the son by judicious investments. The latter is a director of The Lake Superior Ship Canal Railway & Iron Co., The Portage Lake & River Improvement Co., The Lowell and Andover Railroad, The J. C. Ayer Co., The Tribune Association in New York, and the Tremont and Suffolk Mills.

In social life he is a man of cultivated taste, and, while not a club man, as that term is generally understood, is nevertheless a member of many social organizations,

among them the Harvard, New York, Merchants', Riding, Down Town, New York Yacht, Union League, and Metropolitan clubs.

MARSHALL AYRES, merchant, born in Truro, Cape Cod, Mass., in 1806, died in New York, Jan. 15, 1888. Receiving a fair education and some training in business pursuits, he went, in 1835, with Josiah Lombard to Illinois, and passing through Chicago, then a town of 5,000 inhabitants, settled at Griggsville, sixty miles west of Springfield. They participated in the wonderful development of the great Northwest, and came in time to control the agricultural, grocery, dry goods, provision and banking trade of the county in which they had located. Both partners acquired fortunes. They built the first steamboat which ran upon Illinois rivers, and became heavily interested in the steamboat system of the Mississippi. In 1872, they sold their Western interests and made their homes in New York. They were succeeded in business by their sons under the firm name of Lombard, Ayres & Co., a prominent petroleum and lumber firm, having interests in The Sea Board Lumber Co. and The Sea Board Manufacturing Co. at Mobile, Ala. The two life long partners married each other's sister. Mr. Ayres was survived by a son of the same name. The present Marshall Ayres is a director in The Tide Water Oil Co., which is a consolidation of the oil interests of Lombard, Ayres & Co., The Chester Oil Co., The Ocean Oil Co. and The Polar Oil Co., the latter two of New York, and a member of the Harvard and Congregational clubs.



B.

B. T. BABBITT, manufacturer, born on a farm at Westmoreland, N. Y., in 1809, died in New York, Oct. 20, 1889. He received a scant education, his youth being spent in the drudgery of the farm. He first learned the trade of blacksmith, removing to Utica. Saving his earnings, he went to Little Falls later and began the manufacture of farm machinery on a small scale with success, and, it is claimed, made the first mowing machine which would mow ever made in the world. Having accumulated about \$10,000, he came to New York city in 1843 and began the manufacture of saleratus, leaving his business at Little Falls in charge of a manager. The latter proved recreant, and Mr. Babbitt lost every dollar he possessed. Undismayed, he soon discovered a new process for making saleratus at a great saving of cost, and in a few years acquired control of the trade of the whole country. He also manufactured soda and potash. In 1858 he began the manufacture of soap, from which he amassed a fortune. In his factories were used many mechanical appliances of his own invention, and among the curiosities of New York were his six kettles for boiling soap, their aggregate capacity being 3,500,000 pounds, the value of the raw material required to fill them before boiling being \$216,000. He had branch houses in Philadelphia and Cincinnati and a number in New York and elsewhere. His children were Ida J., wife of C. M. Hyde, and Lillia E. Babbitt, now deceased. Mrs. Babbitt died Dec. 20, 1894.

GEORGE HERMAN BABCOCK, inventor, engineer, manufacturer and philanthropist, distinguished in each of these fields of activity, a native of Unadilla Forks, a hamlet near Otsego, N. Y., was born Jan. 17, 1832, and died at his home in Plainfield, N. J., Dec. 16, 1893. The family are of Rhode Island origin and were always thorough Puritans, sound and reputable people and of the best blood of New England.

The father and mother of the subject of this sketch both came from families noted for inventive genius, Asher M. Babcock, the former, being well known as a mechanic and inventor of his times. The pin wheel motion in plaid looms, which sprang from his ingenious brain, as well as a shoe peg machine and many other mechanical appliances, were widely adopted by the manufacturers of his period and put into successful operation in the industries. The mother of George H. Babcock, née Mary E. Stillman, was a daughter of Ethan Stillman, who attained distinction in the War of 1812 as a constructor of ordnance for the Federal Government. Her uncle, William Stillman, a lock maker and clock manufacturer, produced a pioneer unpickable bank lock, long before the days of Chubb and Hobbs.

George H. Babcock spent most of his boyhood in the villages of Scott and Homer, both in Cortland county, N. Y. He was a good boy and the pride of his parents. The family moved to Westerly, R. I., when he was twelve years old. George received a fair education, mainly in the public schools, but studied for a year in the Institute at De Ruyter, N. Y., and then, a bright, ambitious and earnest young man, seventeen years of age, he acquired a little experience in the machine shop and factory. His father was then a manufacturer of plaids.

In Westerly, the young man met Stephen Wilcox, a capable mechanic of the village, and later famous as an inventor, destined to be his lifelong friend and long time partner.



Geo. W. Babcock

Mr. Babcock's health was impaired to such an extent that he suffered from scrofula and was threatened with consumption. Unfitted for hard labor at a mechanical trade or for serious responsibilities, but unwilling to remain idle, he found occupation in the then new art of daguerreotypy. Far from being injurious to him, the use of the chemicals required for developing daguerreotype plates proved beneficial. Mr. Babcock always believed that the fumes of the iodine, then freely used in his art, drove the scrofula from his system. At any rate, he regained his health and the cure was permanent. He enjoyed a remarkable amount of physical vigor during the remainder of his long and arduous career. Photography never lost its fascination with him, and he continued to practice the art as an amateur the rest of his life, becoming successful and distinguished therein.

In 1851 he gave up his gallery, and for three years his active mind found congenial employment in the publication of a newspaper. In the spring of the year named, he started *The Literary Echo and Pawcatuck Advertiser*, the pioneer newspaper of Westerly, organizing the first printing office in that locality. Although only nineteen years of age, the young proprietor carried on his weekly newspaper with success for a number of years as an adjunct to the general printing business, which is an inseparable accompaniment of a country newspaper. The paper is yet in existence, under the more practical title of *The Westerly Weekly*. Mr. Babcock sold his interest in 1854 to resume the art of daguerreotypy.

Out of Mr. Babcock's experience as a printer grew his first invention. Until that time, and, indeed, down to the present day, in all except a certain few large printing offices, the production of a sheet of paper, upon which the impression is made in two or more colors, involved as many separate printings as there were separate colors. Mr. Babcock and his father studied the subject of a polychromatic press, by which a sheet could be printed in three colors at once, and, in 1854, they perfected the first machine of that kind ever known. Mechanically, the press performed what was required from it, but it failed commercially, being many years in advance of the times. On the other hand, an improved small foot power jobbing press, which the young man patented in 1857, became popular. It proved of direct value to small printers. The Babcock presses were built by The Pawcatuck Manufacturing Co., of Westerly, now known as the firm of C. B. Cottrell & Sons, and the progenitor of a dozen other firms, engaged in manufacturing presses in different parts of the country, some of which are most noted. The patents were subsequently held by Cottrell & Babcock. In 1855 this press took a prize at the Crystal Palace Exhibition, in London, England. Its manufacture brought to its inventor the capital with which he subsequently engaged in the production of other machines.

From work upon the perfection of their new presses, the Messrs. Babcock, father and son, went back in 1858 to *The Literary Echo*, of which they resumed control in company with J. Herbert Utter, changing the name to *The Narragansett Weekly*. They conducted the paper for about a year, and then the ruling passion again took possession of them. In 1859 the Babcocks sold their interest to the Rev. George B. Utter, a prominent clergyman and writer of the Seventh Day Baptist denomination, who lived during the latter part of his life in Westerly, devoting himself mainly to the management of *The Narragansett Weekly*.

In 1860 Mr. Babcock removed to Brooklyn, N. Y., and spent three years in the office of Thomas D. Stetson, a prominent patent solicitor with a large practice. He

was so proficient in mechanical matters that the authorities of Cooper Union engaged him to instruct a class in mechanical drawing, and his evenings were accordingly devoted to Cooper Union, greatly to the advantage of himself as well as of his pupils. His reputation as a draughtsman and inventor led, in 1860, to his employment by various persons and firms, among them the officers of The Mystic Iron Works, whose shops in Mystic, Conn., were then taking part in the construction of war vessels for the United States Government. Soon afterward, The Hope Iron Works of Providence, R. I., secured his services as chief draughtsman. For these two establishments, he designed the machinery for a number of steam vessels belonging to the merchant marine and the Federal Navy. Several of the latter performed good service in the blockading and other fleets operating on the Southern coast. In this field of work, Mr. Babcock gradually drew near the inventions which were destined to bring him fame and fortune. During this period he improved the shrapnel shell, employed during the war in action at close quarters.

Just before the Civil War, the depressed condition of American industry had led Congress to enact the famous Morrill Protective Tariff Bill. Other laws followed, in which, for the sake of revenue, the duties on foreign goods were largely increased. An immense impulse was thereby given to manufacturing industry, and the subject of boilers and engines became important both to inventors and the proprietors of shops and factories. In 1867, Mr. Babcock and his friend Wilcox formed the firm of Babcock & Wilcox, taking out a patent for a steam boiler, which will be referred to hereafter. They also produced a steam engine, and in 1868 moved to New York city to push this branch of their business to better advantage. Arrangements were made by them for the building of their engines by The Hope Iron Works, of Providence; Morton, Poole & Co., of Wilmington, Del.; Poole & Hunt, of Baltimore, and The C. & G. Cooper Co., of Mount Vernon, Ohio. The machine possessed some singularly interesting and ingenious elements of novelty and utility. The cut-off was effected by the action of an isochronous governor, the steam valve being operated by a "positive motion" and the cut-off by a small independent steam piston, timed in its action by the governor connection. Babcock & Wilcox incorporated The New York Safety Steam Power Co. in 1868 to build their engines and boilers, and conducted the industry with satisfactory results financially for several years, when, the expiration of the Corliss patents permitting the builders of the whole country to flood the market with that form of engine at ruinously low prices, the Babcock & Wilcox engine was withdrawn from sale. In 1878 the firm retired from The New York Safety Steam Power Co. and devoted themselves to their boilers alone.

Their most famous invention was the Babcock & Wilcox safety, or sectional, tubular steam boiler, based upon an earlier invention of Mr. Wilcox in 1856, and so constructed, as an earlier and equally famous inventor described it, that explosion would not be dangerous. Mr. Babcock so designed the boiler, however, that anything like a real explosion would not occur at all. The steam and water were confined in comparatively small vessels, a set of inclined tubes constituting the major part of the heating surface, exposed to the action of the flame and the furnace gases. The larger volume of steam and of water, requisite in all boilers for satisfactorily steady action, was enclosed in steam and water drums above and removed from the localities of high temperature. These drums, also, were of comparatively small diameter, and therefore strong and safe.

After 1867, when the first patent was taken out, scarcely a year passed by until 1883 without witnessing an improvement of some kind in the boiler. In 1869, a new design, first manufactured by the firm at The South Brooklyn Steam Engine Works, found its way to the market and met with instant success. In this design, wrought iron legs took the place of cast iron headers; the tubes were expanded with the inside sheets; and hand holes succeeded the large doors. The principal fault of this invention was the large first cost. Year after year, the firm applied for new patents, their progressive improvements culminating in 1883, when, finally, the following principles were triumphantly worked out: 1st, Sinuous headings for each vertical row of inclined tubes. 2d, A separate connection with the drum both front and rear. 3d, All joints to be made without bolts or screw threads, thus avoiding leaks from unequal expansion. 4th, The absence of stays. 5th, The boiler to be supported independently of the brick work. And 6th, Every part to be accessible for cleaning. Since 1883, the only advance has been to make the whole boiler from wrought steel. The success of the Babcock & Wilcox boilers has been, from the beginning, remarkable, in spite of ever increasing competition and the yet more serious opposition growing out of the inertia and conservatism of the public mind. The boilers have found their way to nearly every part of the world. The large decrease in the number of frightful boiler explosions, so numerous thirty years ago, is undoubtedly owing to the inventive genius of this firm and the efforts of their competitors to produce boilers equally good. Substantially, all explosions of this class occur with the older shell boilers, which the new inventions are displacing; and the inventors of the "sectional" boiler have thus saved to the world lives and property of inestimable value. Such inventions are doubly precious. For many years' the Babcock & Wilcox boilers have been the most extensively built and sold of all devices of this nature. Large works for their production have been built in Elizabeth, N. J., and in 1881, The Babcock & Wilcox Co. was incorporated, for the more convenient management of the industry, Mr. Babcock becoming its president. In 1883, an English branch of the company was established, which met with such an excellent reception that its proprietors transformed it in 1891 into an incorporated company. Works have been established in the city of Glasgow, from which the markets of the world are supplied.

By a life of diligent and signally useful industry, Mr. Babcock gained both wealth and a world wide reputation. In personal traits he was a strong man. Alert, quick to comprehend, thorough in analysis and prompt in decision, he was, on the other hand, never impulsive; and if, upon occasion, he could bring tremendous energy to bear upon any work or operation he had in hand, he was nevertheless guided by previous thought and sound and level headed judgment. He displayed a tenacious memory and the ability to master a subject rapidly and gave new proof of this, after he was 58 years of age, by learning French. He was patient and kindly with every sincere, painstaking and conscientious worker in his employment, but never wasted time upon a man who was careless or refused to follow proved methods of accomplishing work. The latter was promptly dropped. To the cry of distress, he responded with generosity. Unbending in integrity, just, serious and companionable, he attached his friends to him by the strongest ties of affection.

Of his wealth he made a worthy use. For many years, he gave time, thought and money to the promotion of the interests of the Seventh Day Baptists, the religious

body with which he identified himself, and to the advancement of the cause of education, especially on its practical and technical side. He was deeply devoted to the cause of his denomination. Nothing which concerned their welfare was to him a matter of indifference. He made munificent gifts toward the educational, missionary and religious work of the body and guided its leading spirits with sound advice, which was of even greater value. The American Sabbath Tract Society he served for nearly twelve years as corresponding secretary. During 1874-'85 he presided over a Sabbath school in Plainfield as its superintendent, and gave a great impetus to the school by blackboard illustrations. An incident of his career illustrates his love of Bible study. In 1874, some of the commuters, who came from Plainfield daily to New York, used to gather in one corner of the car and study the Bible. At first one double seat was occupied, then two, and finally the class grew so large that it was widely spoken of by the religious press. Mr. Babcock was the principal worker in this class. He was president of the Board of Trustees of Alfred University, to which he gave large sums both during his lifetime and by bequest, and a non-resident lecturer at Cornell University from 1885 to 1892 in the Sibley College courses in mechanical engineering. He prepared his most important papers, mainly on the scientific principles involved in the generation and use of steam power and on the best modern methods of boiler construction, for the last named courses. His last engagement, abrogated by his death, was for a lecture in the spring of 1894. His papers were always well planned, thorough, full of facts and useful knowledge and polished in expression. In delivery quiet but impressive, he held an audience, whether of college students or business men, interested and attentive to the end, however long the address. He wrote a large number of treatises and in 1878 a "Natural History of the Bible," which possessed scientific value.

Mr. Babcock was a charter member and at one time president of The American Society of Mechanical Engineers. He became a life member early in the history of the Society. In 1870 he located in Plainfield, N. J., subsequently being elected president of the Board of Education, holding this office until his death. He was president of the Public Library of that city and of the trustees of Alfred University. By unceasing efforts, he promoted the growth of both. Public spirited as a citizen, he did much to improve the city of Plainfield by the erection of fine buildings and other improvements, for which he was personally responsible, as well as by promoting, wherever possible, all public works of value. A block of buildings constructed by him is considered the finest, architecturally, between New York and Philadelphia. His activity and influence in the local congregation of which he was a member were equally marked and effective. The church owes much to his energy and personal liberality. Mr. Babcock was a man of culture and of broad and varied reading. He was devout and honorable, kindly affectioned and thoughtful of others and a model of the good citizen, the loving husband and father and the steadfast friend. In every relation of life he exhibited lovely and admirable qualities.

Mr. Babcock was married Sept. 28, 1852, to Lucy Adelia Stillman, of Westerly, R. I., who died May 20, 1861. Sept. 25, 1862, he was married to Harriot Mandane Clarke, of Plainfield, N. J. She died March 5, 1881. His third marriage took place Feb. 14, 1883, to Eliza Lua Clarke, of Scott, N. Y., who died March 21, 1891. April 11, 1893, he was married to Eugenia Louise Lewis, of Ashaway, R. I. His children were

George Luason Babcock, born Jan. 7, 1885, and Herman Edgar Babcock, born July 9, 1886, who died Aug. 6, 1886. His wife and one son survive him.

PAUL BABCOCK, jr., merchant, born in New York city, Aug. 18, 1841, is a son of Paul Babcock, who was a dry goods merchant in this city during all his active business life. The young man received his education in the free schools of New York city, with one year at the Free Academy, when his father's poverty compelled him to begin to earn his own living. He first engaged in business as a clerk, in the old firm of H. J. Baker & Bro., where he continued until the war broke out in April, 1861. He entered the army on the night of the firing on Fort Sumter, joining a volunteer company, which tendered its services to the State of New Jersey and was the first company of organized soldiers raised in the United States with special reference to the late war. He became a director of The Standard Oil Co. in 1880, since which time he has been the president of The Standard Oil Co. of New Jersey, and of The Soule & Fleming Manufacturing Co. and of The Liebig Manufacturing Co. In 1865 he married Mary Webster, daughter of Prof. Edwin D. Sanborn, and grand daughter of Ezekiel Webster, and their children were Mary Webster, Emily, Paul and Alice. Mary Webster alone survives of his four children.

SEMON BACHE, manufacturer, born in Fuerth, Bavaria, July 6, 1826, died in New York, Jan. 11, 1891. He was of Hebrew descent, and son of Joel Bach, a native of Fuerth, who fought with Napoleon in Russia, was captured at Moscow, escaped, and suffered so greatly from the cold, that all his toes were frozen, making amputation necessary. Coming to this country in 1843, Semon spent a few years in Jackson, Miss., with an uncle named Engelhardt, and removed to New York city in 1846 to seek and find his fortune. In 1847, with a capital of less than \$10,000, he established the house of Semon Bache & Co., importers of fancy goods and mirrors. Dependent entirely on himself, he threw all his energy into business, made rapid progress, and gradually withdrawing from the sale of fancy goods added all the different branches of the glass trade, dealing in window, plate and mirror glass. In 1857, Siegmund J. Bach, a brother, was admitted to the firm, and in 1883, Joseph S. Ulmann, a son of his old partner. In later years, Leopold S. Bache, his own son, was admitted. Since 1891, the firm have continued under the original title. In 1890, they consolidated the German mirror plate branch of their business with that of six competing houses, as The German Looking Glass Plate Co. In 1893, they consolidated the plate glass branch with Heroy & Marenner and Holbrook Bro's, under the title of The Manhattan Plate Glass Co. In 1849, Mr. Bache married Elizabeth, daughter of Dr. Aaron S. Van Praag. His children are Henrietta, wife of Julius Kayser; Sarah, wife of Adolph Thurmann; Blanche, wife of Charles Neukirch; Jules Semon Bache; Leonora, wife of Leopold Rossbach; Leopold Semon Bache; and Mamie, wife of Siegmund Politzer. Mr. Bache had valuable investments in bonds, mortgages and real estate. He belonged to the Harmonie Club and various charitable societies. It was by the advice of his uncle, Engelhardt, that he Americanized his name by adding the final "e."

JAMES ANTHONY BAILEY, showman, was born in Detroit, Mich., in 1847. Sacrificing the advantages of a comfortable home, a spirit of enterprise led him at an early age to secure work upon a farm at \$3.50 per month. This occupation proved dull, and he proceeded on foot to Pontiac, Mich., and found employment as call boy in a hotel. An agent of Robinson & Lake's circus, while a guest of this hotel, attracted by

the brightness and energy of the boy, then gave him a place in the corps of advance agents of the show. He left the circus business in 1864 to become advertising agent of a theatre in Nashville, then served as clerk to an army sutler, witnessing all the battles from Chattanooga to Atlanta, and finally accepted a place once more in the advance corps of the old circus. Here, he became so valuable that James E. Cooper offered him an equal partnership in the circus business, and the firm of Cooper & Bailey was thereupon formed. His enterprise resulted in a tour of the Sandwich Islands, Australia, New Zealand, India and South America with the circus, which proved successful. Upon the return to America, the Great London Circus was bought and added to that of Cooper & Bailey and the firm engaged in a contest with P. T. Barnum, which was conducted with so much shrewdness and energy, as to force Mr. Barnum to abandon his favorite territory in the East. Mr. Barnum then offered Mr. Bailey a partnership, which was accepted, leading to the firm of Barnum & Bailey. In October, 1894, Mr. Bailey bought the interest of the heirs of his partner and so became sole proprietor of The Barnum-Bailey Greatest Show on Earth, which he yet conducts. His winter quarters are at Bridgeport, Conn. In 1868, Mr. Bailey married Ruth Louisa McCaddon in Zanesville, O. He is a stockholder in the Madison Square Garden in this city.

JAMES STANTON BAILEY, manufacturer, born in Lebanon, Conn., Dec. 9, 1817, died in Brooklyn, N. Y., Jan. 6, 1895. His family was planted in America by an immigrant from Yorkshire, Eng., to Newburyport, Mass., in 1638. In the maternal line, he traced his pedigree to the Stantons and Shermans of Rhode Island, followers of Roger Williams. James received a fair education, and in 1836, found employment as clerk in a grocery store in New Haven, afterward acquiring a partnership. Having saved a small amount of money, he came to New York in 1847, and in 1848, with Charles F. Tuttle, as Tuttle & Bailey, began the manufacture of furnace registers and ventilators. Through his energy, honesty and ingenuity, and various patents, the little industry grew in the course of time to be the leading enterprise of its class in the United States. In 1866, seven years after the death of Mr. Tuttle, the firm incorporated as The Tuttle & Bailey Manufacturing Co., Mr. Bailey being its president. Their goods have been sent to all parts of the world. The office is now in this city on Beekman street; the factories in Brooklyn. A genial, kind-hearted, sagacious man, Mr. Bailey enjoyed the respect of every associate. He was a strong Republican and a reader of *THE TRIBUNE* from its first issue. In 1843, he married Augusta Caroline, daughter of Capt. Roswell Trowbridge of New Haven, and lived to celebrate his golden wedding. Of his six children, five survived him. He had been for many years president of the trustees of The South Congregational Church in Brooklyn.

COL. ANDREW D. BAIRD, merchant, born in Kelso, Scotland, Oct. 14, 1839, is the son of Andrew Baird, a stone mason. He acquired a public school education, and in 1853 came to America with the family, which settled in the city of Brooklyn. Andrew was first apprenticed to a blacksmith, but within a year afterward to the stone-cutting trade in the employment of Robinson Gill in Brooklyn. May 13, 1861, he enlisted in the 79th N. Y. Vol's, the Highlanders, as they were called, the regiment being composed of men of Scottish descent. He served entirely through the war, taking part in forty-five battles and being wounded three times, and commanded the regiment after May, 1864. After the peace, he returned to his stone yards and

quarries in 1867, becoming a partner in the firm of Gill & Baird, to whose affairs he has since devoted his attention. The yards on Wythe and Kent avenues are among the foremost in the United States. Colonel Baird is trustee or director of The Nassau Trust Co., The Kings County Trust Co., The Williamsburgh Savings Bank, The Manufacturers' National Bank and The Twenty-sixth Ward Bank, as well as of other corporations. Greatly interested in municipal affairs, he has served as alderman several times and twice as candidate for Mayor of Brooklyn on the Republican ticket. In 1866 he married Miss Mary Warner, of Brooklyn, and several years after her death, Miss Catherine Lamb, in 1882. He has several children. The Union League Club of Brooklyn claims him as a member.

OSCAR EUGENE BALLIN, banker and stock broker, a native of this city, was born Nov. 29, 1856, and is a son of Eugene S. Ballin, a German, who emigrated to New York in 1846 and died in New York city in June, 1885. Oscar was educated in Columbia Grammar School, and then, in 1873, found occupation in his father's banking house. After the death of the senior Ballin, the bank was liquidated. The son inherited means from his father, which he has increased by his own efforts at the Stock Exchange, in dealing in investment securities. He is head of the firm of Ballin & Co., stock brokers, a director in The Iron Steamboat Co., and a member of the Lotus and Manhattan clubs.

JACOB F. BAMBERGER, merchant, born in Germany, April 9, 1833, died in New York city, Aug. 31, 1894. After a limited education in Germany, he came to this country with his parents in 1846, and began life in Louisville, Ky., as clerk in a dry goods store. Early discipline brought out his qualities, and in 1856 he engaged in a dry goods business in Louisville on his own account. In 1862, in J. F. & L. Bamberger, he undertook the dry goods jobbing trade. In 1872, two firms consolidated as Bamberger, Bloom & Co., the subject of this sketch being senior partner until his death. In 1872, an office was opened in New York city on Worth street, in the down-town dry goods district, and Mr. Bamberger thereafter made New York his home and became the resident buyer. Diligence, close attention to the wants of customers, and sound methods, brought him financial success. He never failed or compromised a debt. Well known among dry goods men, he was active in the several campaigns in which Mr. Cleveland was a candidate for office. He was one of the trustees of Temple Emanu-El, a director in The Hebrew Orphan Asylum and The United Hebrew Charities, and a member of all of the Hebrew charitable and benevolent institutions in the city, in each of which he took an active interest, and to all of which he contributed generously. He was also a member of the Chamber of Commerce and the Harmonie club. By his marriage in 1863 to Pauline Ullman, he had three sons, Leon Jacob, Edward Sanford and Irving Washington Bamberger, all now living.

WILLIAM DUDLEY BANCKER, merchant, was born in New York, April 19, 1836, and died in Brooklyn, Dec. 29, 1893. He was a son of Capt. Abraham Bancker, a foreign news collector and at one time an associate of Commodore Vanderbilt. He received his education in the schools of Brooklyn, where the most of his life was passed. Beginning life as a clerk for Dick & Fitzgerald, book publishers, he became a partner and then engaged in the sale of books and newspapers in Ann street on his own account. His business, in time, assumed the name of The New York News Co. When The American News Co. was formed in 1863 by a union of various wholesale firms in

the news trade, he joined the company, became its secretary in 1879 and in 1885 general superintendent. He was a stockholder in the company and a man of force and clear mind, and aided materially in developing the enormous trade of the concern in newspapers, periodicals and books. Of the Washington Avenue Baptist church in Brooklyn, he was a deacon, trustee and Sunday School superintendent. Nov. 14, 1860, Mr. Bancker married Jersey A. Huff, in Somerville, N. J. His family consisted of seven children, five of whom survived him, namely: Abraham, Margaret B., William Dudley, Edward Huff and Andrew Otterson Bancker. He was a member of the Oxford, Germania, Montauk, Atlantic Yacht and Riverside Yacht clubs.

JAMES HOPSON BANKER, stock broker, born in New York city in 1827, died at Irvington on the Hudson, Feb. 12, 1885. He was the son of Edward Banker, of the old ship-chandlery firm of Banker, Schermerhorn & Co. Educated in the common schools, he entered business life in his father's employment, succeeded to the business, acquired a fortune and retired in 1869. The panic of 1873 called him from retirement; and as a stock broker he became associated with Commodore Vanderbilt in his Wall street operations. For several years, he served as a director of The New York Central & Hudson River and The Lake Shore & Michigan Southern Railroads, being treasurer of the last named, and when control of The Western Union Telegraph Co. passed into the hands of Commodore Vanderbilt, he accepted the office of director of that company also. During his later years, the Edison inventions interested him and led him to become a director of The Edison Electric Light Co. and auxiliary corporations. He had no children.

CHARLES BANKS, capitalist, born in this city, April 20, 1830, is a member of an excellent family. Educated in private schools and a man of refinement, he has devoted his business activity mainly to real estate investments. Large means have come to him by inheritance, absolving him from the drudgery of daily toil, and he has been able to spend his years largely in travel, cultivation and social enjoyment. He is a member of the Union, New York, and South Side Sportsmen's clubs.

JAMES LENOX BANKS, M. D., born in New York city, May 11, 1832, died here June 3, 1883. He was the son of William Banks, a well-known shipping merchant of the last generation, and of Isabella Henderson Lenox, daughter of Robert Lenox. He graduated from the College of Physicians and Surgeons in 1857, studied abroad for two years, and in 1859 began the practice of medicine in this city. He inherited means, but never abandoned his activity in the healing art. March 14, 1855, in this city, he married Miss Isabella Mozier, daughter of Joseph Mozier, the American sculptor at Rome. Mrs. Banks and eight children survived him, the latter being Isabella, wife of Thomas E. Satterthwaite, M. D.; William B. Banks; Josephine Mozier, who married Charles H. Marshall; James Lenox and Henry Lenox Banks; Maria, wife of Walter C. Taylor; J. Fisher S. and Lenox Banks. Dr. Banks was a member of The American Medical Association, The New York State Medical Society, The New York Pathological Society, The Medical Society of the County of New York, The New York Academy of Medicine, The New York Medico-Legal Society, and The New York Academy of Sciences, and at one time president of The Society for the Relief of Widows and Orphans of Medical Men. He served as consulting physician in The Presbyterian Hospital about eight years and occupied a similar position in The Presbyterian Home for Aged Women. He was also a trustee of The College of Physicians and Surgeons and The Lenox

Library, a manager of The American Bible Society, and a member of the Geographical and Historical Societies.

AMZI LORENZO BARBER, A.M., LL.B., was born at Saxton's River, Windham county, Vermont, on June 22, 1843. His father was the Rev. Amzi Doolittle Barber, whose grandfather, Thomas, and father, Calvin, settled and lived in Townsend, Vermont.

Thomas Barber, with two brothers, came to this country before the Revolution. One brother, named Joseph, settled in Massachusetts; the other brother went West or South, and of him nothing further is known.

Mr. Barber's mother was Nancy Irene Bailey, who was born in Westmoreland, Oneida county, New York. His ancestors on his father's side were Scotch-Irish, and on his mother's side French-English, and he has, perhaps, in some degree, inherited the striking characteristics of these four different nationalities. His father was a self-educated Congregational clergyman of great simplicity of purpose and strength of character. He was one of the students who left Lane Theological Seminary in Cincinnati, because the discussion of the slavery question had been prohibited by the faculty of that institution, and he walked across the State of Ohio to Oberlin and entered Oberlin College, from whose theological department he graduated in 1841. Among his classmates were many men who became distinguished for philanthropy and other qualities, among them ex-President James H. Fairchild and the Rev. Dr. M. E. Strieby of The American Missionary Association. His father is yet (1895) engaged in ministerial work at Castalia, O., and although eighty-five years of age, he enjoys excellent health, retaining all of his faculties except hearing, and is rendering acceptable service to the parish of which he has charge.

The subject of this sketch at first contemplated a professional career. The family moved to Ohio in 1852 and lived at Bellevue, Huron county, until 1858, then in Cleveland until 1862, and afterward in Austinburg and Geneva, Ashtabula county. Mr. Barber attended various schools and academies, including the high school of Cleveland, during his minority, and in 1862 he entered Oberlin College at the head of his class in the preparatory department. An attack of pneumonia compelled him to leave college for a year, which he spent in the wilds of northern Michigan. He graduated from Oberlin College in 1867, taking the degree of Bachelor of Arts, and subsequently received from that institution the degree of Master of Arts. By working upon farms in the summer time and teaching school in the winter, he saved enough money to meet his college expenses. While pursuing a post-graduate course in the theological department of Oberlin College, he was invited by Gen. O. O. Howard, then at the head of the Freedmen's Bureau, to take charge of the normal department of Howard University, and in April, 1868, he moved to Washington for that purpose. Subsequently he took charge of the preparatory department, and, later on, was elected to a professorship of natural philosophy in that university. In 1872, he resigned his connection with that institution and engaged in the real estate business in Washington. A year later there followed the panic of 1873, which was commenced by the failure of Jay Cooke's banking house. The depression in prices was very great and continued for several years, during which time many people engaged in the real estate business in Washington lost heavily. Mr. Barber, however, held on to his real estate interests and ultimately sold out to good advantage and realized a handsome profit.



O. P. Carter

A dispute has arisen in recent years concerning the likelihood of success of a college man in business. Mr. Barber's career is a signal example of the eminence to which an energetic man can rise when his mind, naturally clear and active, has been trained by years of study and close thinking.

Real estate operations in the District of Columbia led him to appreciate the value of good streets, and in 1878 his attention was called to and he engaged in the laying of asphalt pavements in the city of Washington. Many miles of streets in the Capital of the nation were paved with the new material by him, and the business growing rapidly, his operations soon extended to other cities. In 1883 he found it necessary to incorporate The Barber Asphalt Paving Co., in order to systematize the work and most efficiently carry out the contracts which were obtained by his skill, energy and hard work. During the four years, 1882 to 1886, inclusive, he averaged one thousand miles of railway travel weekly, and slept an average of one hundred and twenty nights yearly on Pullman sleeping cars. Including about eighty thousand miles of travel upon the ocean, he estimates that he has traveled upwards of four hundred thousand miles in establishing and carrying out the business of which he is the head, the equivalent of circumnavigating the globe upwards of sixteen times.

In order to obtain under the most favorable conditions an ample supply of the raw material, Mr. Barber negotiated in 1887 a concession from the Government of Great Britain for a lease of the celebrated lake of natural pitch on the island of Trinidad for a period of forty-two years. This reservoir of 114 acres contains an almost inexhaustible supply of asphalt. To acquire and operate this concession The Trinidad Asphalt Co. was organized in 1888. Mr. Barber is the leading stockholder, director and officer of the two corporations above named, representing an aggregate capital and surplus of nearly \$7,000,000. Down to the present time, there have been laid upwards of 16,000,000 yards, or 1,000 lineal miles, of Trinidad asphalt pavements in eighty cities of the United States, at a cost of over \$50,000,000. The Trinidad Asphalt Co. has supplied nearly all the material for this work, and The Barber Asphalt Paving Co. has done upwards of one-half of it, the remainder having been done by about thirty separate companies or firms, in which neither of the two companies above named nor Mr. Barber has any interest beyond supplying the material therefor. The pavement as laid by these companies, especially the Barber company, has proved so acceptable that it has come to be recognized as the standard pavement of the United States. Companies are now being formed to introduce the pavement into foreign countries.

In 1868 Mr. Barber was married to Celia M. Bradley, of Geneva, Ohio, who died in 1870. In 1871 he married Julia Louise Langdon, daughter of J. Le Droict Langdon, formerly of Belmont, New York. They have had five children, of whom four are living, namely—Le Droict Langdon, Lorena Langdon, Bertha Langdon, and Roland—the first three being adults and the last seven years old.

Mr. Barber retains a strong affection for Oberlin College, and has long served it as one of its trustees.

In 1875-6 Mr. Barber took the course of lectures in the law department of Columbian University at Washington, and received the degree of Bachelor of Laws. Subsequently he was admitted to the bar in Washington, but has never made a regular practice of law.

At one time Mr. Barber was a director of The Citizens' National Bank of Washing-

many important cases, being noted for his success and acquiring a fortune in his profession. At the age of twenty-three, he had charge of the settlement of claims arising under the treaty with Mexico, from which he received extraordinary fees. His ability to earn large fees was phenomenal. In one instance, he received \$25,000 for half an hour's work, which was willingly paid, owing to the magnitude of the interests involved and his great tact in effecting an amicable adjustment. The firm of Bowdoin, Larocque & Barlow was formed in 1852. After the death of the two senior partners in 1868 and 1870, Joseph Larocque, brother of the original member, William W. MacFarland and Mr. Barlow formed a new firm, to which was added in 1873 Judge William D. Shipman, Judge William G. Choate in 1881 taking Mr. MacFarland's place. A Democrat in politics, Mr. Barlow was for several years a large stockholder in *The New York World*, and shaped its policy from 1864 to 1869. He was one of the founders of the Manhattan Club and a member of the Union Club. He had a fine collection of paintings and engravings, and his library of early American history was one of the most extensive in existence. Mr. Barlow's wife, Alice Cornell, daughter of Peter Townsend, survived him, as did an only son.—His son, **PETER TOWNSEND BARLOW**, lawyer, was born in New York city, June 21, 1857. He graduated from Harvard University in 1879, fitted himself for the law at the Law School of Columbia College and in the office of Shipman, Barlow, Larocque & Choate. He was married in 1886 to Virginia Louise, daughter of Edward Matthews. Their children are Edward M., and Samuel L. M. Barlow. A gentleman of education and fine mind, he has been elected to membership in many of the best clubs in town, including the University, Harvard, Union, Metropolitan, Players', Tuxedo, Racquet, Down Town and New York Yacht clubs.

ALFRED BARMORE, ice merchant, born in Rockland county, N. Y., June 15, 1807, died in this city, May 13, 1875. Beginning life at the age of sixteen in the leather trade of this city, he did not come into prominence until, after Croton water had been brought into town, he began the sale of ice. Starting on a small scale, he devoted himself thereafter exclusively to the development of the ice trade. In 1856 he became president of The Knickerbocker Ice Co., which position he held until his death. Under his energetic fostering, the company grew into a large concern, owning many ice houses on the Hudson river, and retailing ice to every part of this metropolis.

ALFRED SMITH BARNES, publisher, a native of New Haven, Conn., born Jan. 28, 1817, died in Brooklyn, Feb. 17, 1888. He was descended from Stephen Barnes, an Englishman, who settled on Long Island the latter part of the seventeenth century. His early life was laborious. First a clerk in a shoe store, he then obtained employment in Hartford in the publishing house of D. F. Robinson & Co., and being dependent entirely upon his own abilities, he made every effort to learn the business. At the age of twenty-one, he published the mathematical works of Charles Davies in Hartford, and successfully introduced his arithmetics and Mrs. Emma Willard's history as popular school books. In 1840, he went to Philadelphia for four years, and built up a profitable publishing business, which he then removed to New York city. His brother, five sons and a nephew were associated with him under the title of A. S. Barnes & Co. The firm attained eminence in the publication of school books. Mr. Barnes was connected with the Central Branch of The Union Pacific Railroad, The New York Elevated Railroad, The Hanover Bank, The Dime Savings Bank of Brooklyn, and The Home Insurance Co. He was naturally attentive to educational interests and identified with Cornell

University, the Fisk University in Tennessee, and the Polytechnic and Adelphi academies, in Brooklyn. He was a member of the Union League Club of New York, and the Hamilton Club, The Long Island Historical Society, and The New England Society of Brooklyn, and trustee of the Clinton Avenue Congregational Church of Brooklyn, which city was his home for many years. To the Good Samaritan and other institutions of Brooklyn, he was a generous donor, and he founded Barnes Hall, one of the most prominent buildings at Cornell University. Mr. Barnes was twice married, first in 1840 to Miss Harriet E. Burr of Hartford, and later in 1883 to Mrs. Mary Matthews Smith. He left ten children by his first wife. His son, Alfred C. Barnes, now represents the house in The American Book Co. The other children are Mary C., Henry P., Sarah F., Harriet E., Edwin M., Richard S., William D., Annie M., and Emilie B. Barnes.

DEMAS BARNES, banker, born in Canandaigua, N. Y., April 4, 1887, died in New York city, May 1, 1888. Leaving public school at the age of fifteen and starting as clerk in a country store, four years later he went into business on his own account. In 1849 he established himself in New York in the wholesale drug business, and by untiring assiduity became a leading merchant of the city. In the early days, Mr. Barnes crossed the continent in a wagon, making a careful examination of the mineral resources of Colorado, Nevada and California. His experiences were afterward related in a series of letters in the newspapers. He was an earnest advocate of The Union Pacific Railroad. In 1866, his neighbors in Brooklyn elected him as a Democrat to Congress, where he served on the Committees on Banking and Currency, and Education and Labor. He was active in procuring legislation for the construction of the Brooklyn Bridge and a member of the first Board of Trustees. In 1870 he retired from business. That able Democratic journal, *The Brooklyn Eagle*, at one time belonged to him, and of *The Brooklyn Argus* he was the founder, continuing publication until February, 1877. He was a director of The Long Island Railroad and several insurance companies, a member of the New York club and prominent in many public institutions.

JOHN SANFORD BARNES, lawyer, was born in West Point, N. Y., May 12, 1836. His father, General James Barnes, was a graduate from the Military Academy in 1825. John was sent to the Naval Academy in Annapolis, whence he graduated in 1854. He served through the Civil War, rising to the rank of Commander, and then resigned, studied law and practiced his profession in Albany and New York. He was for twelve years a partner in the late firm of J. S. Kennedy & Co., bankers, and withdrew in 1879. In 1880, he retired from active business and has since devoted his attention to the law. He was married in 1862 to Susan Bainbridge Hayes, daughter of Capt. Thomas Hayes, U. S. N., and grand daughter of Commodore William Bainbridge, U. S. N., who in command of the "Constitution" captured the "Java" in the war of 1812, and their children are James, J. Sanford, Edith S., Charlotte Adams and Cornelia Rogers Barnes. Mr Barnes is of social nature and well fitted for a life in which refinement, a bright mind, abundant means and character are essential requirements. He belongs to many clubs, including the Union League, Metropolitan, Union, University, Knickerbocker, Down Town, Whist and Westminster Kennel.

CHARLES TRACY BARNEY, banker, born in Cleveland, O., Jan. 27, 1851, is a son of the late A. H. Barney, president of The United States Express Co. Charles graduated from Williams College and then entered business life. He has been engaged

in banking in New York city for many years. Mr. Barney is a careful, competent and courageous business man, interested in diverse enterprises. Through loans of money to local builders, he has been led into real estate operations himself, one of them being the purchase of the Donnelly tract on the West Side in this city. He is director of The Safe Deposit Co., The New York Loan & Improvement Co., The Mercantile National Bank, The Hudson River Bank, and The Knickerbocker Trust Co. His clubs are the Metropolitan, Grolier, Century, Players', Union, University, City, Colonial, Whist, Down Town, Riding, New York Athletic, New York Yacht, and Westminster Kennel.

WILLIAM JOSHUA BARNEY, born at Fort Mackinaw, Mich., in March, 1823, died in New York, Jan. 5, 1886. He was a great-grandson of Commodore Barney, of the American Revolution, and the family yet possesses the sword presented to the Commodore for his defense of Bladensburg in the War of 1812. His father, Captain Joshua Barney, a graduate of West Point, was stationed for many years at Fort Mackinaw. William graduated from Baltimore College with honor, became a lawyer, and assisted his father in laying out the first Government road in Iowa, then a Territory. After Iowa was admitted, he entered the first land warrant. Later, he started a bank at Dubuque, which he closed in 1857, removing then to Chicago, where he opened a real estate office. In 1871, after the great fire, he came to New York to live, although he continued his Chicago office. He acquired a fortune by real estate operations in the West and in New York. Mr. Barney married Georgiana F. Carroll, of Kentucky, and left one son, I. C. Barney. He was a member of the Society of the Cincinnati and one of the founders of the Chicago Club.

DR. JOHN C. BARRON, capitalist, began life as a physician and a Union volunteer, and then, having inherited wealth, embarked in practical business, in which he has since met with excellent success.

He is a native of Woodbridge in the county of Middlesex, N. J., where he was born Nov. 2, 1837. He descends from an old and well-known family. John Barron, his father, was a man of fine character and large possessions, prominent in his day and of wide influence. His grandfather, Joseph Barron, was a farmer, merchant, tanner and capitalist, and president of the famous old turnpike road from Woodbridge to Philadelphia, a great highway during the period before the advent of railroads, when travel took place on horse-back or by stage-coach and carriage. An uncle, Thomas Barron, was director of the Louisiana branch of The United States Bank; and a great uncle, Ellis Barron, served as a captain of the 1st Middlesex Regiment in the war of the American Revolution. The maternal grand father of Dr. Barron was Col. Richard Conner of Staten Island, farmer, merchant and a man of position, and member of State Legislature when it took one week in the saddle to get to Albany from New York city.

Mr. Barron received an excellent education. Choosing medicine for his profession, he graduated from The College of Physicians and Surgeons in New York city in 1861. The war for the Union had then broken out, and Dr. Barron, inspired by a generous loyalty to his country, at once entered the Union army as a volunteer assistant surgeon. He was assigned to the "Mechanics' Rifles," and, soon afterward, at his own request, to the 69th New York Inf., then already in the field. One of the first of his profession to volunteer in the four years' war, and enthusiastic in the discharge of



John C. Farnum

his duties, Dr. Barron spared no pains in watching over the health of the Union volunteers, going so far on one occasion as to give \$1,000 from his own means to the hospital department for medical supplies. He took part in the first battle of Bull Run with his command, the 69th losing two hundred men in killed and wounded in that memorable fight. Soon after the battle he was promoted to the rank of surgeon.

Returning to civil life at the end of his enlistment, he became a member and surgeon of the famous 7th Regiment of New York city from 1863 to 1871, and, after his resignation, he was appointed Surgeon General of the First Division of the National Guard of New York, with the rank of Colonel.

After the war, Dr. Barron sought recreation in extended foreign travel. He visited the important countries of Europe, and then, with an energy characteristic of the man, made an adventurous trip of seven hundred miles up the river Nile.

Upon his return to America, having inherited large wealth, the care of his property and the necessity of safe investment compelled him to abandon the practice of the healing art. Business pursuits thenceforth claimed his attention, and in this field he has proved an enterprising and successful man. He has made large investments and is at the head of nearly all his properties, being now president of The Carpenter Steel Works of Reading, Pa., The Kentucky Coal, Iron & Development Co., The Lyons & Campbell Ranch & Cattle Co., and The Gila Farm Co., and a director in The Brooklyn City Railroad Co., The United New Jersey Railroad & Canal Co., etc.

A man of refinement and social disposition, Dr. Barron has been admitted to a large number of the most exclusive clubs in the city. He was one of the original members of the Union League club, having joined in 1863. He is also an active member of the Union, Down Town, New York Yacht, Seawanhaka Corinthian Yacht, Larchmont Yacht, Jekyl Island and Currituck and Narrows Island Shooting clubs, and has been vice commodore of the Atlantic Yacht club, rear commodore of the Seawanhaka Corinthian and the New York Yacht clubs, and vice commodore of the Hudson River Ice Yacht club. Dr. Barron is exceedingly fond of yachting, and was the owner of the yacht Wave, one of the American boats, which, for the honor of this country, raced with the Scotch cutter Madge, about fifteen years ago. He built the yacht Athlon, and also owned the cutter Clara.

Dr. Barron is a patron of literature and art. He has long been trustee and treasurer of the celebrated Barron Library in Woodbridge, N. J., founded by his uncle, Thomas Barron, in 1876, and he is a life member of The New York Historical Society and life fellow of The New York Geographical Society.

JOSEPH BURR BARTRAM, merchant, born in Black Rock, Conn., May 17, 1839, is a son of Joseph Bartram, a sea-faring man in early life, and later part owner in many vessels in the old house of Sturges, Clearman & Co. of this city. Joseph attended school in Fairfield, Conn., and then, coming to New York in 1857, found a place as clerk for Cartwright & Harrison, at 111 Front street, where he remained about six years. In June, 1864, with his brother, Thomas W., he established the firm of Bartram Bros., shipping and commission merchants, with a capital of \$20,000, supplied by their father. Since the death of his brother in 1888, Mr. Bartram has continued the business under the old title, but Jan. 1, 1894, admitted two associates to partnership, one his son, Joseph Percy Bartram; the other his chief clerk. The business has grown to large proportions. Mr. Bartram is extensively engaged in the importation of sugar from the

West Indies, having plantations on the islands of St. Croix and San Domingo, and controlling the product of several others. The sugar is imported by the New York house and sold for cash to the sugar refineries. In 1869 Mr. Bartram was married to Eleanor C., daughter of Benjamin Wardwell, and their children are: Joseph Percy, Rensselaer, Wardwell and Howard Preston Bartram.

EDWIN BATES, merchant, born about 1830, in Derby, Vt., died in the same place, Nov. 27, 1887. He received such an education as the town academy supplied, and left home at the age of sixteen to make his way in the world, without other resources than the health, energy and character he had inherited from a Puritan ancestry. He located first in Charleston, S. C., as a clerk in a dry goods house. Thrift enabled him within a few years to establish the dry goods firm of McGahan, Bates & Co. Trade brought him a considerable fortune. At the close of the Civil War he came to this city, and with his brother, Charles K. Bates, established the clothing house of Edwin Bates & Co., remaining active therein until his physician warned him that his heart would not much longer perform its functions. His interest in the old South Carolina firm was retained to the last, and he owned 800 acres of land in that State, as well as a horse farm in Vermont. His wife, Mary E., daughter of ex-Mayor Brackett, of Rochester, and two children, survived him.

HENRY BATTERMAN, merchant and banker, was born in Brooklyn, N. Y., where he has always dwelt, Nov. 5, 1849. His parents came to this country from Hanover, Germany. Receiving an education in a business college, Henry learned the requirements of trade as a clerk, and then in 1867, with borrowed capital, opened a small retail dry goods store in Brooklyn. An excellent merchant, he made rapid progress, until the growth of his trade compelled him to build the present large store at the corner of Broadway and Graham and Flushing avenues. He employs 500 clerks, and conducts the most important trade in the Eastern district of Brooklyn. He is president of The Broadway Bank of Brooklyn, and a member of the Hamilton, Union League, and Germania clubs, and several charities. In 1870, he married Sarah E., daughter of John Cutter, and their children are Harry L. and Adelaide H. Batterman.

CHARLES ALFRED BAUDOINE, manufacturer and realty owner, born June 1, 1808, in this city, died at his home on Fifth avenue, Jan. 13, 1895. His ancestors were Huguenots, who had fled to this country from France. Having learned the art of furniture making as an apprentice, Charles began on his own account at the age of twenty-one, and became the founder and proprietor of a furniture making industry, which, in 1850, had grown to be the largest of its class in the country. From this he finally retired, and invested his fortune in realty in this city, which is well located and has continually improved in value. He possessed exceptional capacity as a business man, and in recent years was prominent at the annual Horse Show. June 3, 1833, he married Ann P. Postley of this city. A son, Abram, and two grandsons, Charles A. and John F. Baudouine, survived him.

GEN. HORACE HENRY BAXTER, railroad builder, born Jan. 18, 1818, in Saxton's River, Vt., died Feb. 17, 1884, in New York city. His father, Horace Baxter, a man of fine presence, a lawyer and judge in Vermont, intended to call his son to the bar, but the latter preferred a different career, and began business life as assistant bookkeeper in a dry goods commission house in Boston. Less than a year later, while only sixteen years of age, he became head accountant, and served until his health failed

on account of overwork. After recruiting among the hills, he opened a store in Bellows Falls, Vt., gave credit to those who could not pay cash, and made his first and last failure in life, closing the store. An athletic man, of towering form, animated, energetic, and capable of handling bodies of men, he found more congenial work shortly afterward, upon taking a small contract to grade the depot grounds at Bellows Falls. This led him into contract work on The Rutland & Burlington and The Western Vermont Railroads. He was noted from the start for thoroughness. He then built The Cleveland, Norwalk & Toledo Railroad, completing it in 1854, and next bought the marble quarries at Rutland, Vt., which he operated until 1863, when he sold them. At the outbreak of the Civil War, he attended the Peace Congress as a delegate from Vermont, and when that meeting failed of its object, he became Adjutant General of Vermont on a salary of \$75 a year, and spent a small fortune in organizing and forwarding to the front the volunteer troops of Vermont. After the war, he entered Wall street, and, with Henry Keep, advanced the price of Michigan Southern Railroad stock, gaining thereby a large profit. He followed Mr. Keep as president of The New York Central Railroad, and was the only one of the old managers retained after Commodore Vanderbilt came into control. It was due to his persistent advice that the Grand Central depot and the grain elevator on the Hudson river were built. General Baxter also had a large interest in The Chicago & Northwestern Railroad, the Emma silver mine in Utah, The Baxter National Bank in Rutland, The Pacific Mail Steamship Co., The Hannibal & St. Joseph Railroad, The Panama Railway, The Continental Bank of New York city, and The Pullman Palace Car Co., being a director in these enterprises, and also took part in the construction company which built some of the elevated railroads of New York city. General Baxter was twice married, first, to Eliza Wales, of Bellows Falls, Dec. 21, 1841, who died Sept. 8, 1849; and next, Dec. 8, 1851, to Mary E. Roberts, of Manchester, Vt. Two children were born to them, Henry, May 18, 1856, who died March 20, 1860, and Hugh Henry Baxter, born Oct. 2, 1861. While New York city was the scene of his principal achievements, he made Rutland, Vt., his home after 1854.

MOSES YALE BEACH, publisher, born in Wallingford, Conn., Jan. 15, 1800, died there, July 19, 1868. Descended from some of the first settlers of Stratford, Conn., on his mother's side, he was a relative of Elihu Yale, the founder of Yale College. In youth he was apprenticed to a cabinet maker in Hartford, Conn., and by working overtime managed to save \$400. At the age of eighteen he purchased his release. Then, with a partner, he began business in Northampton, Mass. A man of inventive mind, he was associated with Thomas Blanchard in the construction of the first stern wheel steamboat used on the Connecticut river. Among his devices was a machine for cutting rags, now a part of the outfit of every paper mill, but he reaped little benefit from this invention owing to delay in issuing the patent. In 1827, he moved to Saugerties, N. Y., to engage in paper manufacturing. Through his wife, Nancy Day, a sister of the late Benjamin H. Day, founder of *The New York Sun*, Mr. Beach became interested in that paper. He bought a half interest from Mr. Wisner for \$5,200, and later purchased the other half for \$19,000. Possessed of rugged abilities and marked traits of character, prompt, energetic and far seeing, he insisted that *The Sun* should have all the news, regardless of expense, and devised many novel schemes for quick collection as well as for the rapid distribution of the paper after publication.

Carrier pigeons, express trains, etc., were freely employed by him. He encouraged Mr. Locke in the preparation of the celebrated story known as the "Moon Hoax," which first appeared in *The Sun*. His children were Moses Sperry, Henry, Alfred Ely, Joseph P., and William Yale Beach, and Drusilla Brewster.—His son **ALFRED E. BEACH**, inventor and editor of *The Scientific American*, was born in Springfield, Mass., in 1826. He received an academic education, and, in 1846, with Orson D. Munn, founded the firm of Munn & Co., and they became proprietors of *The Scientific American*. For almost fifty years, Mr. Beach has been active in the editorship of this newspaper and in the extensive patent business of the firm. In 1847 he invented a typewriting machine, from which, it is claimed, the great typewriter industry of the world has arisen. One of these machines, placed in operation at the Crystal Palace Exhibition of the American Institute in this city in 1856, received the gold medal as ranking among the most ingenious and important inventions of the time. The machine had the key board, the pot of type bars, the ink ribbon, the spacing bar, the paper moved by the keys, the separate adjustment for each type bar, etc., all now so generally in use. Mr. Beach sold his patent for a small sum. Prior to 1868, Mr. Beach planned a system of underground railways for New York, and in 1869, legislative authority having been granted, he constructed a section of underground railway under Broadway, New York, extending from Warren to Murray street. This work was executed while all the travel of the street went on overhead, by means of the Beach hydraulic shield, which was the first example of the hydraulic tunneling shield, now in common use by engineers in all parts of the world. The Beach hydraulic shield was used in the construction of the great railway tunnel under the St. Clair river at Port Huron and Sarnia, between the United States and Canada, as well as in excavating the underground railway tunnels in London and Glasgow, the Hudson river tunnel, and other similar works. Mr. Beach is the designer of many other inventions.

OLIVER THOMAS BEARD, lawyer, born in New York city, Nov. 13, 1832, is one of three notable brothers. His father, the late William Beard, a native of Ireland, came to America in 1825, and through tireless energy and unusual foresight rose to prominence as a railroad builder and contractor, dying in Brooklyn, Jan. 7, 1886, at the age of eighty-two. A portion of his property in Brooklyn consisted of wharves and stores, now extremely valuable. Oliver studied during boyhood in the local schools and at Nazareth, Pa. Inheriting his father's enterprise, he crossed the plains at the age of sixteen and engaged in gold mining, the construction of wharves and similar enterprises, and in 1852 in railroad building in South America. Returning to his native land, he enlisted in April, 1861, as a private in the 71st N. Y. Vol's, and rose to be Lieutenant Colonel of the 48th N. Y. Moore's Rebellion Records give him credit for commanding the first body of colored troops actually engaged in battle. During the draft riots of 1863 in New York city, he aided in placing the office of THE NEW YORK TRIBUNE in a state of defense with barricades of bales of paper, etc. After the war Mr. Beard practiced law in Ohio and Michigan with some success, later edited *The Post and Tribune*, of Detroit, and, being an ardent Republican, took an active part in political affairs. For more than twenty years he served his party in various parts of the Union as a campaign orator, and was chairman of the committee of the Union League of America, which notified Mr. Lincoln of his re-nomination in 1864. He has written much for publication, including novels and short stories, principally of a political

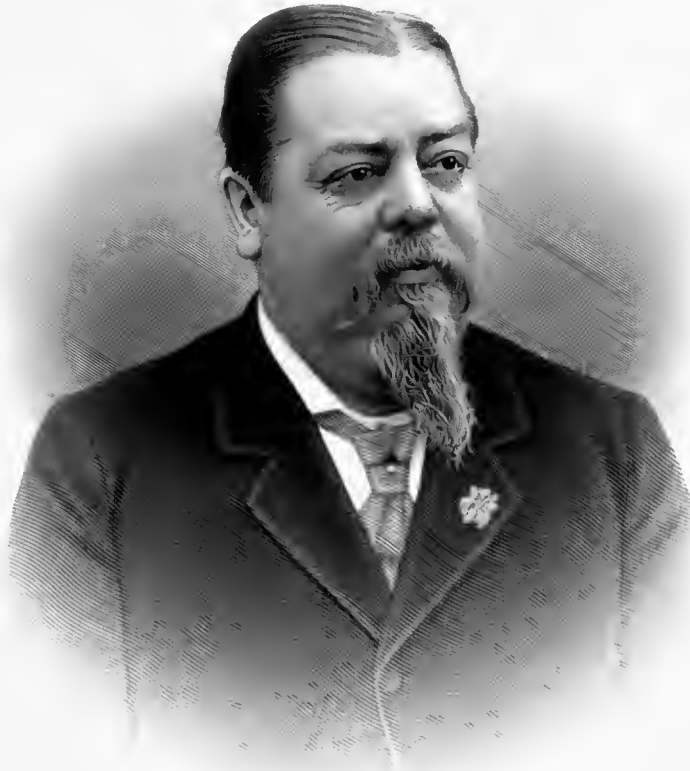
nature, his "Bristling With Thorns" being a study of Southern character. Mr. Beard inherited a large property, which now occupies his time, consisting mainly of the Erie Basin, Columbia Basin, and Amity and Congress streets warehouses in Brooklyn. He married Elizabeth Mossgrove in Steubenville, O., and has five children, Ida M. Welton, Ula Lanphere, Mary D. Perkins, Anson McCook Beard, and William Mossgrove Beard.

WILLIAM HENRY BEARD, contractor, born in Richmond, Mass., Oct. 12, 1839, died Jan. 31, 1893. He was a son of the late William Beard, and gained an excellent education in private schools and Kinderhook Academy. He then devoted himself to the construction of improvements and public works under contract. Beginning with a section of the brick conduit through which Brooklyn derived its supply of water, he built twenty miles of sewer in that city, excavated Baislie's Pond, constructed parts of The Sea Beach and The Manhattan Beach Railways, and the water works in Middletown, Conn., and fulfilled numerous other important contracts. The wharves and improvements at the Erie Basin were superintended by him. Mr. Beard inherited a large estate from his father, but his own rugged abilities and energy would have made him a man of fortune without that aid. Contract work led him into various auxiliary enterprises, and he was president of The W. H. Beard Dredging Co. and senior partner in Beard & Kimpland, the largest dealers in wharf building materials in the United States. His brothers and he owned a large interest in wharves and stores in Brooklyn. He was a director in The Kings County Bank, member of the Oxford and Union League clubs of Brooklyn and The Society of Old Brooklynites, a presidential elector and member of the Republican State Committee eight years. His children were William, Edith and Henry S. Beard.

GEORGE BECHTEL, brewer, born in Germany, Nov. 17, 1840, died on Staten Island, June 16, 1889. While an infant of six months, he was brought by his parents to America. Acquiring an education at the Columbia College grammar school, upon the completion of his course, he entered, at the age of eighteen, as apprentice, the brewery which his father had established at Stapleton on Staten Island in 1853. A strong, hearty, energetic young man, he mastered every detail of the brewing business and gained the experience to which, coupled with natural ability, was due the great success which he afterward achieved.

From 1860 to 1865, he occupied the position of superintendent of the establishment, and, while serving in this capacity, erected the first ice house ever operated in connection with a brewery in the Eastern States. In 1865, he leased the property from his father and, in 1870, purchased the entire interest, becoming sole proprietor. Finding the old quarters inadequate to the demands of a rapidly increasing business, Mr. Bechtel, in 1871, built the present commodious brewery, giving special attention to its thorough equipment. So energetically was the work of erection pushed, that ten weeks after the first stone had been laid, brewing had been resumed. The continued increase of his business grew out of the high excellence of all his productions. In 1876, his beer received the award of the Centennial Exposition; in 1877, the medal of the Gambrinus Verein of New York; in 1878, a gold medal at the Paris Exposition; and in 1879, the first prize at the Fair in Sidney, New South Wales. After an analysis of his beer, Professor Doremus pronounced it pure and free from all deleterious substances.

Mr. Bechtel's activity was by no means confined to his own business. He took a



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leading part in all public and benevolent movements upon Staten Island. During the draft riots in 1863, he sheltered numbers of unfortunate negroes, for which protecting kindness the colored people of the island hold him in grateful remembrance. Upon the incorporation of the village of Edgewater, Mr. Bechtel was elected trustee in the face of strong opposition. From 1871 to 1879 he took no prominent part in politics, but in 1879, he received a joint nomination by the Republican and Democratic parties for supervisor and was elected by an overwhelming majority. Thereafter, the people re-elected him annually for a number of years. When he first took office, Richmond county bonds sold for 80 cents on the dollar, taxes ruled at eight per cent., and the village of Edgewater was in debt \$125,000. When he retired, his good management had resulted in payment of the village debt, a reduction of taxes to two per cent., and a rise in value of the bonds to \$1.12. Mr. Bechtel not only greatly improved the condition of the public highways, but succeeded in refunding the \$50,000 war debt at four per cent. and a premium of 1 1-2 per cent., a record not equalled in any other county in the state.

In 1879, he attended the Democratic state convention as the first delegate ever elected from Richmond county, was three times re-elected, and twice its first vice president. While in the convention, he was appointed by the first Congressional delegation a member of the state and executive committees of the party.

Mr. Bechtel's interest in public affairs did not cause him to neglect his industry on Staten Island. He became so noted as a brewer, that in 1879, his establishment was visited by the Japanese Embassy, in company with the Secretary of State and other officials. The foreigners, delighted with what they saw, gave Mr. Bechtel an order for 100,000 bottles for shipment to Japan. Upon reaching their own country, they sent him many flattering letters and a pair of costly vases, in token of appreciation and esteem. By reason of his large investments, he rose to be the largest individual tax payer on Staten Island. Among his possessions, he acquired a water front of nearly eighteen hundred feet, having an average water depth of thirty feet at low tide. He created an extensive and complete brewery plant with commodious offices, handsomely furnished and decorated, their general design being that of the Queen Anne period. A feature of the establishment is the Russian bath house, laid in cement with imported white and blue tiles. The brewery stables, which are models of cleanliness and comfort, commanded the special commendation of Mr. Bergh, president of The Society for the Prevention of Cruelty to Animals, of which society Mr. Bechtel was a member. Previous to his improvement of the Edgewater roads, he was obliged to stable his horses in New York city, employing a steamboat for their conveyance to and from the island.

To Mr. Bechtel's influence and activity, the growth of Richmond county in his time was largely due. He possessed foresight and judgment, was quick to discern the need of improvements, and prompt to carry them to completion. He was the first to introduce refrigerating machines and the electric light on Staten Island. Personally genial in nature, kind and companionable, he was, like most other men, ambitious for wealth, and acquired it by hard work. He held it with no miser's grasp, however, and was liberal in gifts to public and private charities, ever ready to extend a helping hand to the deserving poor. Many poor families on Staten Island were the recipients of his bounty. It was his intention to found upon Staten Island a hospital for unfor-

tinates of all sects and nationalities, but his death prevented the completion of this enterprise, upon the execution of which he had already entered, purchasing a house and fitting it up with hospital appliances. The building has since been transferred to The S. R. Smith Infirmary, a worthy institution, which sold the property and with the proceeds erected a new pavilion, which in honor of the donor has been named the "Bechtel" ward. When it was found that several thousand dollars were yet needed to make the ward all which could be desired, Mrs. Bechtel promptly supplied the money for its completion.

In 1865, Mr. Bechtel was married to Miss Eva Schoen, of New York city, who, with four daughters and one son, survived him.

CHARLES BATHGATE BECK, philanthropist, who died in Richfield Springs, N. Y., in October, 1893, derived a large property in land, in 1887, from his mother and his uncle, Dr. James Bathgate. It consisted mainly of a farm, located originally in what was Westchester county but now included within the northern boundaries of the city corporation and the centre of a thickly populated district. This estate had already become valuable. At his death, Mr. Beck willed the greater portion of his possessions to Dr. Parkhurst's Society for the Prevention of Crime, Columbia College, The Presbyterian Board of Home Missions, and The New York and The Presbyterian Hospitals, making specific legacies of \$100,000 to The First Presbyterian Church of West Farms and about \$55,000 to various local charities and societies.

NELSON MARVIN BECKWITH, merchant, born in Cazenovia, N. Y., 1807, died in New York city, Sept. 24, 1889. He was a son of Judge Beckwith, a member of the convention which drafted the State Constitution. In his earlier years, he filled various mercantile positions in Canada and Europe, but about 1835, returned to New York, where he began the importation of coffee and spices, being at one time in partnership with George W. Dunscomb. He was at one time president of The Mutual Fire Insurance Co. In 1852, he retired temporarily, but in 1857 went to Hong Kong to become managing partner of the great mercantile house of Russell & Co., remaining there three years. It was due to his efforts that American steamers obtained control in Chinese inland waters. Removing to Paris in 1861, at the outbreak of the Civil War, he and Consul General John Bigelow proved largely instrumental in preventing the departure of certain Confederate vessels from French ports. At the Paris Exposition of 1867, Mr. Beckwith served as Commissioner General for the United States and won the high regard of Napoleon III., who bestowed upon him the Cross of the Legion of Honor. In 1876, he represented New York State at the Centennial Exposition. He was married in 1842 to Frances, daughter of Colonel Grant Forbes. His wife died in 1885. Their children were Leonard, who married the daughter of Edwards Pierrepont; Arthur, an artist; and a daughter. Vice president of The Society for the Prevention of Cruelty to Animals, he was also actively connected with the Metropolitan Museum of Art and a member of the Century and Union clubs.

HENRY BEDLOW, capitalist, descendant of an old family, was born Dec. 21, 1821, on Harman street, now East Broadway, in this city. Isaac Bedlow, founder of the family in America and owner of Bedlow's Island in New York harbor, who immigrated from Leyden, Holland, about 1639, was a son of Godfrey Bedlow, physician to William, Prince of Orange. In 1668, the island to which he gave his name, came to him by purchase, and there he made his home. One son in each generation has

since represented the family. William, grandfather of Henry Bedlow, served as one of the commissioners to survey and establish the Military Academy at West Point, and married Catherine, sister of Col. Henry Rutgers. His son, Henry, father of the subject of this sketch, was the heir at law of Col. Henry Rutgers (in the event of the Colonel dying intestate) and inherited property also from an aunt. Henry Bedlow, son of the last named, studied under private tutors at Yale University, and graduated later from Harvard Law School. He was admitted to the bar, but, instead of engaging in litigation in the courts, he then studied medicine, both at home and in France. Early in life he became an attaché of the American Legation at Naples. He also served in 1848 as assistant physician of the American expedition to the Dead Sea. While thoroughly a New Yorker, Mr. Bedlow long ago made Newport, R. I., his home, and held the office of Mayor of that city in 1875, 1876 and 1877. The local press described him as a splendid Mayor. A Union man during the war, educated, genial, public spirited and clear headed, he is a worthy descendant of a noble family. March 2, 1850, he married Josephine Maria De Wolf Homer, daughter of Fitzhenry Homer of Boston. Their children are Harriet Hall, widow of Lieut.-Comm'r Francis Morris, U. S. N., and Alice Prescott, wife of William Henry Mayer. Mr. Bedlow's clubs are the Reading Room, Casino, Golf and Harvard clubs of Newport, and the Players' and Union League of New York.

HENRY RUTGERS BEEKMAN, Judge of the Superior Court, a lawyer of recognized ability and a member of the well-known Beekman family, was born in the city of New York, Dec. 8, 1845. His paternal ancestors came from Holland and his maternal ancestors from Ireland. He is a lineal descendant of Gerardus Beekman, at one time Governor of New York. Gerardus Beekman was Major under Jacob Leisler and a member of the Council at the time of the Revolution of 1688. After the arrival of Governor Slaughter, when Leisler was condemned and executed for treasonable conduct in refusing to give up New York, Gerardus Beekman was one of the eight who were condemned with him but recommended to the Governor's mercy. He gained his liberty, and in 1700 became Lieutenant Colonel under Governor Belmont, afterward becoming a member of Governor Cornbury's Council.

When Governor Ingoldby was removed, Gerardus Beekman was made President of the Council and acting Governor, filling this position until the arrival of Governor Hunter in 1710. He afterward became a member of Governor Hunter's Council, which office he held until his death, which occurred in 1728. He was also a physician and a wealthy landowner.

Another member of this distinguished family was William Beekman, who sailed with Peter Stuyvesant to the New Netherlands, and was an officer in the West India Company and an alderman in New York under English rule.

Judge Beekman's mother was the daughter of William Neilson, a prominent New Yorker.

At the age of sixteen, the young man entered Columbia College and soon became known as a careful and industrious student. He graduated in 1865 and took up the study of law in the Columbia Law College, from which he graduated, being admitted to the bar in 1867. He enjoyed a lucrative and growing practice almost from the beginning. Previous to his election as Judge of the Superior Court, he was a member of the law firm of Ogden & Beekman.

As a citizen, Judge Beekman is broad-minded and patriotic and widely known as a political reformer. He has held a number of appointive and elective offices, the first being that of school trustee for the Eighteenth Ward in 1884. Then followed his appointment in 1885, by Mayor Grace, as Park Commissioner. In 1886, he was elected President of the Board of Aldermen, for which office he was nominated by the United Democracy. In 1888 he was appointed by Mayor Hewitt, Counsel to the Corporation of the City of New York, to succeed Morgan J. O'Brien, who had been elected Judge of the Supreme Court. He was subsequently appointed by Governor Hill a member of the Commission for the Promotion of Uniformity of Legislation in the United States on Marriage, Divorce and other laws, all of which offices he has filled to the great advantage of the city and the State. As Corporation Counsel, he gained the reputation of being the most forcible and effective official who had ever appeared before the legislative committees at Albany.

He advocated, when President of the Board of Aldermen, the establishment of small parks for the city, and in 1887 succeeded in having a bill passed in the Legislature which embodied his ideas. While a member of the Park Board, he was an ardent worker in behalf of the maintenance of public baths for the poor, to be erected in the small parks situated in the thickly populated portions of the city.

For some years past, he has taken an active part in attempts to obtain legislation which would enable the city of New York to secure adequate rapid transit facilities. He drew the bill for the Chamber of Commerce which passed the Legislature in 1894, reconstituting the Rapid Transit Commission and authorizing municipal construction of a rapid transit road when sanctioned by a vote of the people, and on Nov. 6, 1894, this measure was ratified by them. He was appointed Counsel to the Board by the Rapid Transit Commissioners.

Mr. Beekman was nominated in 1894 by the Committee of Seventy for Judge of the Superior Court. He received the support of all factions except Tammany Hall and was elected by an overwhelming vote, his plurality over his opponent, Judge Truax, being 40,019.

Judge Beekman is a member of the Union, Century, University, Manhattan, City, and Democratic clubs. He was married in New York city, in 1870, to Isabella Lawrence, daughter of Richard Lawrence, an old and prosperous East India merchant. They have four children, Josephine L., William F., Mary E., and Henry R. Beekman.

JAMES WILLIAM BEEKMAN, land owner, born in New York city, Nov. 22, 1815, died here, June 15, 1877. He was descended from Wilhelmus Beekman, the companion of Peter Stuyvesant and was a second cousin of Henry R. Beekman. After graduation from Columbia College, he came into possession of a large property from his father, which was increased by inheritance from his uncle, James Beekman, of the family estate in New York city on East River, near 52d street. Beekman Hill ran from 42d to 55th streets on the East River, and thereon stood the old Beekman mansion, a place of historic interest, by reason of its prominence in the American Revolution. Mr. Beekman made this old mansion his home. He figured to some extent in public affairs, and in 1850 was chosen State Senator from New York city, serving two terms. Erastus Corning, Thurlow Weed and he attended the Peace Convention in Washington in 1861 as delegates. Mr. Beekman made generous use of his means in charitable work. The New York Hospital, of which he was vice-president, The Women's Hospital,



Henry A. Bellman

of which he was president, and The New York Dispensary, of which he was a director, found him a useful official, in consequence of his careful study of hospital methods in England and on the Continent. Always proud of his connection with the original settlers of the Island of Manhattan, he was a prominent member of The New York Historical Society and president of the St. Nicholas and Century Societies. Two sons and two daughters survived him.

JULIUS BEER, merchant, a native of Germany, was born Sept. 1, 1832. After roaming around the world for a year or two, visiting South America in 1848, and then taking ship for California, he settled in San Francisco in 1849, and in the firm of Weil & Co., engaged in the tobacco trade. In 1865 he came to New York to manage the affairs of the firm in this city. The San Francisco house was given up in 1874. Mr. Beer is a large importer of leaf tobacco from Havana, and is now sole member of the house of Weil & Co. He has made himself thoroughly at home in New York, is a supporter of Mount Sinai Hospital, Montefiore Home, and other charities, and belongs to several societies. In 1868 he married Sophia Walter, and has six children living.

EDWIN BEERS, lumber merchant, born in Cold Spring Harbor, N. Y., in 1821, died in Brooklyn, Nov. 18, 1894. While a lad of thirteen, he came to the city of Brooklyn and grew up in the insurance business, first as boy and clerk, and later aiding in the organization of The Phenix Insurance Co., of which he was a director for many years. Later yet, he became one of the organizers and secretary of The Montauk Insurance Co. In 1860, Mr. Beers entered the firm of H. N. Conklin, Son & Beers, lumber dealers, who were succeeded by Beers & Resseguie. His lumber yards supplied an immense quantity of lumber for the construction of homes and stores in Brooklyn. Possessing the power of acquisition, he gained a fortune, through the investment of which he became, for twenty years, president of The Broadway Railroad of Brooklyn; director of The First National Bank of the Eastern district and The Nassau Gas Co.; chairman of the executive committee of The Long Island Loan & Trust Co.; and trustee for The Dime Savings Bank. For many years Mr. Beers served as vestryman in the Church of the Holy Trinity and treasurer of The Church Charity Foundation. He was also identified with The Brooklyn Institute of Arts and Sciences and The Brooklyn Art Association, and helped found the Adelphi Academy. An adventurous temperament led him in early life into the militia and gained for him a commission as Lieutenant Colonel, when 24 years old. During the War, he served as a captain in the 23d Regiment. His widow, a daughter of the late Seymour L. Husted, and two children survive him.

JOSIAH BELDEN, merchant, a native of Cromwell, Conn., born May 4, 1815, died in New York city, April 23, 1892. He was a descendant from one of two brothers, who settled in Wethersfield, Conn., in 1645, his mother being Abigail McKee. Left an orphan at the age of fourteen, and entirely dependent upon his own exertions thereafter, his early life was full of toil. In 1830, he found a place as dry goods clerk in New York, then learned the silversmith's trade in Albany, sailed before the mast to Liverpool, and drifting South, became a merchant in Yazoo City, Miss. In May, 1841, Mr. Belden started, with a party of thirty pioneers, for the Pacific Coast, taking the overland route and arriving after six months of hardship and privation, living on coffee and horse meat the latter part of the journey. At Monterey, in 1842, he made arrangements with Thomas O. Larkin to take charge of a branch store at

Santa Cruz, and, from that time, was successfully engaged in mercantile pursuits. When Captain Jones, of the frigate "United States," took possession of California for the Government, Mr. Belden was appointed Alcalde of Santa Cruz, and, with his own hands, raised the American flag in California for the first time. He returned to Monterey in 1845, and in 1846 removed to San Francisco, then a village of about twenty houses, engaged in business, and two years later opened a store in San José. In 1849, he retired from active business, thereafter investing his means successfully in real estate in San Francisco. First Mayor of San José in 1850, he made that town his summer home, building a fine house there in 1855, in a park of ten acres of ground. During the Civil War, his contributions to the sanitary fund were notably large. Mr. Belden was married Feb. 1, 1849, to Sarah Margaret Jones, of San José, who had crossed the plains in 1846 with her father's family. His children are Charles A. Belden, of San Francisco; George F. Belden, of Cincinnati; Mary E., wife of Luis F. Emilio; Laura J., wife of George Rutledge Gibson, and Louise A., wife of Lewis M. Iddings. Mr. Belden established his home in New York in 1881, and was a member of the Union League club of New York and the Pacific Union club of San Francisco, and a director of The New York, Lake Erie & Western Railroad. He owned a large amount of real estate in New York, as well as in San Francisco, and bore a reputation for the highest integrity in all commercial relations.

MIL0 MERRICK BELDING, silk manufacturer, was born in Ashfield, Mass., April 3, 1833. He is a son of Hiram Belding, a merchant, and grandson of John Belding, who served in the war of the Revolution. The family is one of the oldest as it is one of the most public spirited and influential in the United States, having been planted here in 1635. The old homestead, built in 1800, is now in the possession of Mr. Belding's son.

Milo received an education at the Shelburne Falls academy, and spent his vacations in the wholesome labor of a farm. He began life when seventeen years of age, with \$20, borrowed from an uncle. Investing this small sum in sewing silk, bought from a manufacturer in Northampton, he sold the goods in the towns of western Massachusetts. The trip proved a financial success. Believing that the silk business presented an excellent field for his vigorous enterprise, Mr. Belding took a position in the firm of W. M. Root & Co., of Pittsfield, Mass., with whom he remained till 1858. He then purchased a team and again became a travelling merchant in the eastern districts of the commonwealth. His father and two brothers removed to Michigan in 1858, and, in 1860, Milo began sending them small invoices of silk thread to sell. The success of this experiment led Mr. Belding, in 1863, with two of his brothers, to establish a silk house in Chicago, and, in 1865, one in New York city. Of the latter he took charge in person. In 1866, they started a silk factory in Rockville, Conn., having leased a floor in a mill for that purpose. The brothers were very capable men and pushed their industry with so much vigor that they were able in 1869 to buy the mill in Rockville and occupy the whole of it. Later, it was greatly enlarged. In 1874, they built a second silk mill in Northampton, Mass., and later one in Belding, Mich., the latter a thriving city, founded by the family in Otisco township, which has grown up around the industries they have established. They now have in operation five large silk mills, including, besides the three mentioned, establishments in Montreal, Canada, and Petaluma, Cal.



Mr M Belding

Mr. Belding is now at the head of the firm of Belding Bro's & Co., of New York city, the largest silk manufacturing house in the world, and the chief emporium for the distribution of the products of their factories. They employ about 3,000 operatives and consume in the manufacture of various kinds of silk goods about 2,500 pounds of raw silk per day, a daily consumption of raw silk which is not excelled by any firm in the world. Branch houses are maintained in Boston, St. Louis, Cincinnati, Philadelphia, Chicago, St. Paul, Baltimore and San Francisco.

Mr. Belding has built up a city of over 5,000 inhabitants at Belding, Mich., where the family have large real estate and manufacturing interests, including two silk mills and a handsome fireproof hotel and opera house and various minor industries. He is president of The Livonia Salt & Mining Co., at Livonia, N. Y., where salt is mined from native beds in the earth, the works having a capacity of 3,000 tons of salt in twenty-four hours. From his marble quarries at Gouverneur, N. Y., a beautiful gray marble is produced, resembling granite and splendidly adapted to building and monumental purposes. Among his other possessions, are large interests in mining and timber lands in North Carolina and Tennessee, mining properties in the Harlem valley, and a ranch in Montana, besides an ownership in numerous commercial enterprises. He has been since its organization president of The Commonwealth Fire Insurance Co., and is also president of The American Union Life Insurance Co., both of New York city. Few men display the ability to manage so many independent enterprises with so much skill, energy and success. Strong in personality, sound in judgment, and commanding large capital, he wields great influence in the world of affairs, and is one of the men of constructive temperament who rank among the best examples of patriotic and energetic American manhood.

In 1856, Mr. Belding was married to Emily C., also of Revolutionary ancestry, daughter of William Leonard, of Ashfield, Mass. They have one son, Milo Merrick Belding, jr. Too greatly occupied to give any important share of his time to purely social relaxation, Mr. Belding is a charming companion nevertheless in private life, and is a member of the Colonial club, Chamber of Commerce, Sons of the Revolution, American Geographical Society, Silk Association, and several other like organizations.

ROBERT LENOX BELKNAP, a gentleman of high social position, was born in New York city, July 23, 1848. The surname of his family is of Norman origin, having been originally spelled Belleknappe. It is supposed to have indicated a "beautiful hill," and is first found recorded in English history about the year 1067, on the roll of the Battle Abbey. Several men of the name achieved distinction in their day. Their lives can be traced through the histories of Kent and Warwickshire. Sir Robert Belknap, Knight, who died in 1400, Chief Justice of the Court of Common Pleas during the reign of Richard II, possessed considerable land in the counties of Kent and Sussex. His son, Sir Hammond Belknap, Knight, who died in 1428-29, was made Lord Treasurer of Normandy. Sir Edward Belknap, born 1471, grandson of Sir Hammond, had the custody of Warwick Castle in 1502, and the rank of Esquire of the Body to King Henry VIII. The name cannot at present be found in England, nor has the connection of the American family with the English family been established, except by the fact that the early members in this country used the same arms as borne by the English family. The American family is descended from Abraham Belknap, who

came to this country about 1625 and settled in Salem, Mass., where he died in 1643. The subject of this biography is descended from this Abraham Belknap through Joseph Belknap of Boston, Mass., who died Nov. 14, 1712; Thomas Belknap of Woburn, Mass., who died Oct. 15, 1755; Samuel Belknap, who died Jan. 1, 1771; Abel Belknap of Newburgh, N. Y., who died Nov. 15, 1804; Aaron Belknap of Newburg, N. Y., who died March 14, 1847; and his father, Aaron Betts Belknap, a practicing lawyer in New York city, who died June 4, 1880. His grandfather, Aaron Belknap of Newburgh, married his cousin, Mary Josepha Lydia Stearns Belknap, who died July 20, 1862, and was the daughter of Capt. Samuel Belknap of Woburn, Mass., commander of a company of the 2d Regiment of militia of Middlesex county, Commonwealth of Massachusetts, and took part in the campaign for American independence, which began with the Lexington alarm. Mrs. Belknap's brother, Samuel Belknap, who died May 19, 1845, was the father of Gen. William Goldsmith Belknap of the United States Army, who served during the War of 1812 and the Mexican War and was the father of Gen. William Worth Belknap, Secretary of War under the Presidency of General Grant. Robert Lenox Belknap's mother was Jennet Lenox, the daughter of Robert Maitland of New York and Eliza Sproat Lenox, his wife, the latter being the daughter of Robert Lenox, a conspicuous merchant of the early part of the present century in New York. Mr. Lenox was the brother of Major David Lenox of Philadelphia, President of The United States Bank, an officer of the Pennsylvania Continental Line during the Revolution. Mr. Maitland was of Scotch descent and a direct descendant of Thomas de Mautlant, who died in 1228.

The subject of this sketch prepared for college at the Collegiate school under the late George Payne Quackenboss, LL.D., and entered Columbia College, from which he graduated in 1869. The same year he received the degree, *ad eundem*, from the college of Princeton, New Jersey, and in 1872, the degree of A. M. from Columbia College. He is a member of the Psi Upsilon and Phi Beta Kappa college fraternities.

In 1866, while yet a student, Mr. Belknap entered the 7th Regiment, N. G., S. N. Y., the favorite military organization of this city, which then, as now, contained many members of the leading families of the city. After six years of experience, he was in 1872 commissioned upon the staff of the First Brigade, First Division. In 1880 he retired from active service, resigning his commission as Lieutenant Colonel and Assistant Adjutant General, and being commissioned Colonel by brevet. During 1875 he served as Acting Assistant Inspector General of the State of New York.

Mr. Belknap inherited a large property from his father and mother, which he has since doubled by his own efforts. The management and improvement of various large properties now fully occupies him. His success is frequently pointed to as a proof that the "college man in business" is capable of displaying the highest qualities of the practical and executive faculty. From 1878 to 1888, he was treasurer of The Northern Pacific Railroad Co., and is president of The Northern Trust Co., of Wisconsin, president of The Duluth Gas and Water Co., director of The Land and River Improvement Co., and trustee of The Real Estate Trust Co., of New York.

One of the most generous of men in the promotion of philanthropic work in this city, he has lent the influence of his name to several important charitable and educational institutions. His service on several boards has been especially long and creditable. Since 1877, he has been a manager of The Presbyterian Hospital, and was its



Robt Bruce Bellknap

treasurer, 1880-92. He has been a manager of The American Bible Society since 1879, and of The New York Lying-in Hospital since 1881. The Presbyterian Church on University Place elected him a trustee in 1882, and he retains this relation to the present time, having been president of the Board since March, 1884. Since 1887, he has been a trustee of the Theological Seminary in Princeton, N. J.

A man of cultivated tastes, genial in nature, broad and patriotic in his views, animated by generous sentiments, and a charming companion, he is one of the leaders of the social life of the city. His clubs are the Union, Union League, University, Down Town, Columbia Alumni, New York Yacht, and Seawanhaka Corinthian Yacht clubs. In the right of his great grand uncle, Major David Lenox, he enjoys the distinction of membership in The Society of the Cincinnati, and by virtue of descent from Samuel Belknap and Abel Belknap, his great grandfathers, is a member of The Sons of the Revolution. He has also joined The Society of Colonial Wars.

Mr. Belknap was married Feb. 3, 1870, to Mary P., daughter of Henry Rutgers Remsen, and his children are: Robert Lenox, jr., Waldron Phoenix, Mary Remsen, Jennet Maitland, Elizabeth and Maitland Belknap.

GEORGE BELL, shipping merchant, born in New York city, April 8, 1804, died at his home, No. 20 West 20th street, Dec. 9, 1881. His life was a busy one, not especially eventful, and prosperous. A partner with his father for a number of years on South street, his mind occupied with ships, cargoes and questions of foreign trade, he carried on the business afterward on his own account and gained a large fortune. He was senior director of The National Fire Insurance Co., and a director of The Butchers and Drovers' Bank, at his death. His estate descended to his daughter, Catherine B. Bell, and various collateral relatives.

ISAAC BELL, jr., capitalist, born in New York, Nov. 16, 1846, died here, Jan. 20, 1889. He was the son of Isaac Bell, a prominent citizen of New York, who held many positions of trust and served for years as Commissioner of Charities and Correction and member of the Board of Education. His mother, Adelaide, was a daughter of Dr. Valentine Mott. Isaac Bell, his grandfather, was an old time shipping merchant of this city in the East India trade. Isaac, jr., as the subject of this sketch always called himself, was educated in private schools and at Harvard College. He began life as clerk in the bank of Brown Bro's & Co., and proved a competent business man. Becoming finally interested in the cotton trade, first at Savannah, Ga., and afterward as a member of the firm of Arthur Barnwell & Co., of Charleston, he established two houses, one in New Orleans and one in New York city, under the name of Isaac Bell, jr., & Co. He inherited means, but was a shrewd, upright and successful merchant and retired with a fortune in 1877. He was married, in 1877, to a sister of James Gordon Bennett, and in 1880 made Newport, R. I., his home. Three children were born to them, Isaac, Nora and Rita. Mr. Bell took an active part in the campaign of 1884, as a Democrat, and was in 1885 appointed by President Cleveland Minister to the Netherlands. He attended the St. Louis Convention in 1888 as a delegate from Rhode Island. The Union and New York clubs of this city claimed him as a member.

AUGUST BELMONT, banker, born in Alzey, now a province of Prussia, Dec. 6, 1816, died in New York, Nov. 24, 1890. His father was a banker and land proprietor. At the age of fourteen, he secured a position as errand boy in the banking house of the Rothschilds at Frankfort, and three years later was their clerk in the branch at

Naples. He proved efficient, took charge of the Naples branch, and there managed some of the enormous financial transactions of the Rothschilds. At the age of twenty-one, he came to New York as the agent of his employers and settled the affairs of their branch in this city, which had suspended during the panic of 1837. Soon afterward, he embarked in banking on his own account, with moderate capital, but large experience and abundance of energy, continuing to represent the Rothschilds. His business was greatly prospered. In 1841, he fought a duel over a point of honor, in which he was wounded, with the result of being lamed for life. Becoming a citizen of the United States, he identified himself with the Democratic party. From 1844 to 1850 he was Consul General for the Austrian Government, and in 1853 was appointed United States Chargé d' Affaires at the Hague. In 1854, he was made Minister Resident, resigning in 1858, having first negotiated a highly important consular convention, for which, with other diplomatic services, he received the special thanks of the department at Washington. Upon his return to New York, he resumed banking and established the house of August Belmont & Co., which is yet carried on by other members of the family. He served the National Democratic Committee, 1860-72, as chairman of that body. Mr. Belmont joined the Manhattan, Union, Knickerbocker, American Jockey, Coney Island Jockey and New York Jockey clubs, and, for many years, ranked as a social leader of New York. Wealth enabled him to gratify a liking for fine horses, his stable sheltering many noted animals. His wife was a daughter of Mathew Galbraith Perry, brother of Commodore Perry, the hero of Lake Erie. To them were born Perry, August and Oliver H. P. Belmont, a daughter who married Samuel S. Howland, and Jane Pauline and Raymond, who died while young.—His son, **PERRY BELMONT**, lawyer, born in New York city, Dec. 28, 1851, graduated from Harvard College in 1872, and from Columbia Law School in 1876. Being admitted to the bar, he practiced his profession until 1881. Having established his home in Oyster Bay, on Long Island, he was, in 1880, elected to Congress. He served four successive terms, until March 4, 1887. During his first term, he was a member of the Committee on Foreign Affairs, and came into notice through his examination of James G. Blaine, concerning the latter's supposed interests in the guano deposits of Peru, and his mediation between Chili and Peru while Secretary of State. In 1885, he was made chairman of the Committee on Foreign Affairs, but resigned in 1888 to accept the position of Minister to Spain. Mr. Belmont has an interest in the banking firm of August Belmont & Co., but has taken no active part in its management, his inclinations being in the direction of public and social life. He has joined many of the best clubs in town, including the Metropolitan, Democratic, Manhattan, Bar, Union, Knickerbocker, University, Harvard, Racquet, Coaching, Country, Liederkrantz, Fencers' and South Side Sportsmen's clubs.—**AUGUST BELMONT**, banker, son of August Belmont, was born in New York city, Feb. 18, 1853. Graduating from Harvard College in 1875, he entered the bank of August Belmont & Co. where he soon proved a competent, clear-headed, and prudent banker. He is now at the head of August Belmont & Co., the American representatives of the Rothschild bank abroad. In 1881, he married Bessie Hamilton Morgan, and has three sons, August, Raymond and Morgan. The family make their country home at Hempstead on Long Island. Mr. Belmont is a director of the Bank of the State of New York, The National Park Bank, The Chicago, Milwaukee & St. Paul Railway, The Louisville & Nashville Railroad, The Manhattan Trust Co., The



A. H. Swank

Westinghouse Electric & Manufacturing Co. and The Kings County Elevated Railroad. He was at one time president of The New York Athletic Club, is one of the organizers of the annual Patriarchs' Ball, and a member of more than twenty of the best clubs in New York, including the Union, Manhattan, Knickerbocker, Country, Lawyers', Down Town, Coaching, City, Harvard, and several of the hunting and yachting clubs.

ELIAS CORNELIUS BENEDICT, banker and stock broker, born Jan. 24, 1834, is a son of the Rev. Henry Benedict. His native place is Somers in Westchester county, N. Y. The family was planted in America by Thomas Benedict, an immigrant from Nottinghamshire, England, in 1638. At the age of sixteen, Elias, without means and with only a fair education, began to master the mysteries of stock brokerage, as clerk in the employ of Corning & Co., in New York city. In 1857 he opened an office of his own on Wall street, displaying the sign of Benedict & Co., and for nearly forty years has been one of the most active, ingenious and indefatigable operators in the whirlpool of this centre of speculation. The Gold Exchange Bank, which grew out of gold speculation during and after the war, originated with him. He has always dealt largely in investment securities, and has especially represented transactions in the stocks of gas companies. Mr. Benedict is a Democrat in political faith, and an intimate friend of President Cleveland. His clubs are the Manhattan, Players' and City, and several yachting organizations.

HENRY HARPER BENEDICT, one of the partners in the firm of Wyckoff, Seamans & Benedict, who have attained a world-wide reputation as the manufacturers of the Remington Typewriter, is a man of education and a successful and highly respected citizen.

He traces his descent through a long line of worthy and capable ancestors, extending back to William Benedict, who was living in Nottinghamshire, England, in the year 1500. William's great-grandson, Thomas Benedict, was born in Nottinghamshire, England, in 1617, and came to America in 1638. He lived first on Long Island at Southold, Jamaica and Huntington, and later in Connecticut. The first of the name of Benedict in America, he was a notable man in his day. He was a deacon, and aided actively in the founding of the first Presbyterian Church in America, at Jamaica. He held a number of local offices on Long Island, and was appointed by Governor Nichols a delegate to what is believed to have been the first legislative body ever convened in New York, to settle "good and known laws" for the inhabitants of Long Island. From 1670 to 1675, he served as a member of the General Assembly of the State. Mr. Benedict died in Norwalk, Conn., in 1690.

His son James constituted one of the eight men who bought the land and settled the city of Danbury, Conn., and here James, grandson of the emigrant, was born in 1685, the first white male child of the place. John, a son of James, was a member of the Connecticut Legislature for many years and acquired the title of Captain in military service. His son James moved to Ballston, N. Y., after the Revolution, thence to Auburn in 1793. The men of this line were all pioneers, enterprising and courageous, and they acquired in the life of the frontier a self-reliance of character and sturdiness of constitution which have always characterized the family.

Elias, the son of James, came to Herkimer county, N. Y., about 1790, and built the log cabin in which his son Micaiah, the father of Henry Harper Benedict, was born in 1801. Both Elias and Micaiah bore a man's part in the subjugation of the wilderness.

Micaiah Benedict was a remarkable man. He attended school one summer, when about seven years old, and never received a day's farther training in any other school than that of experience. Nevertheless he became a man of extended learning. A local historian says "that which made him erudite was reading, thinking and remembering" through his whole life. He read the best books diligently, and, possessing a wonderful memory, merited more fully than many others to whom the term has been applied the soubriquet of a "walking encyclopedia." An ardent Democrat, he admired Andrew Jackson, and served as a local magistrate for many years. He cast his last vote as a Democrat for Franklin Pierce, and then became a Republican and remained such until his death in 1881. He was an enthusiastic member of the Masonic order, and lectured much on the subject of Masonry. For several years he occupied the position of Deputy Grand Master in this State.

Henry Harper Benedict was born in German Flats, Herkimer county, N. Y., Oct. 9, 1844. His father, anxious that the boy should receive that scholarly tuition which had been denied to himself, educated Harper at the public schools and at Little Falls Academy and Fairfield Seminary in Herkimer county. Later the young man spent some time at Marshall Institute at Easton, N. Y., and then enjoyed the regular course at Hamilton College, being graduated therefrom in 1869. At college he joined the Delta Kappa Epsilon fraternity.

The young man was an excellent student, and aided in his own education by serving during 1867 and 1868 as professor of Latin and the higher mathematics in Fairfield Seminary.

After completing his college course, Mr. Benedict entered the employment of E. Remington & Sons, manufacturers of rifles and guns at Ilion, N. Y., in a confidential position. He won the respect of his employers at an early period, and showed so much zeal and talent that he was elected in time a director of the corporation of E. Remington & Sons, and treasurer of The Remington Sewing Machine Co. With characteristic energy he identified himself heartily with the local interests of Ilion, and for thirteen years was regarded one of the most valued citizens of the place. He helped to organize the First Presbyterian Church there, and served as an elder, trustee and treasurer therein. He was also president of The Herkimer County Bible Society. When The Ilion Literary Association was formed, he became one of its leading spirits, and for many years its president. This association held annual courses of lectures, and Mr. Benedict's duties as president brought him the acquaintance of many of the most prominent people in the country.

In 1882, having been admitted to membership in the firm of Wyckoff, Scamans & Benedict, he removed to New York city to engage in the sale of Remington typewriters. This remarkable invention made slow progress at first, but, once in practical use among a number of firms, won its way rapidly into public favor. The machine has been advertised with great ingenuity and energy, and its sale is now world-wide. In 1886, the firm purchased the entire typewriter plant of the Remingtons, including all rights and franchises, and have since conducted the manufacture as well as the sale of the machine, attaining a remarkable success.

In 1884, Mr. Benedict made a first trip to Europe in the interest of his firm, and has since been abroad many times, both for business and for pleasure. In his trips, his family usually accompanies him. He has had charge of the foreign department of

his firm's business, which is now firmly established, with connections in every part of the world.

In 1867, he married Maria Nellis, daughter of Henry G. Nellis, and granddaughter of General George H. Nellis, of Fort Plain, N. Y. They have one child living, a daughter, fifteen years of age. Their home has been at 116 Willow Street, Brooklyn Heights. Mr. and Mrs. Benedict are members of the Fifth Avenue Presbyterian Church in New York city, Dr. John Hall's, but attend the Church of the Pilgrims in Brooklyn, the Rev. Dr. Storrs, pastor. Their daughter is a member there. Mr. Benedict is a member of the Hamilton club and Long Island Historical Society in Brooklyn, and of the Grolier, Republican, Delta Kappa Epsilon and Arkwright clubs in New York.

A man of refined tastes, he has made a collection of engravings and etchings by the great masters, which is of the highest quality, perhaps unsurpassed by any other of its size anywhere. He also possesses a good library and a collection of oil paintings, mostly by American artists, which, like his prints, represent the several artists at their best.

JAMES GORDON BENNETT, proprietor of *The New York Herald*, born in New York city, May 10, 1841, is the son of James Gordon Bennett, founder of *The Herald*. He was carefully educated, chiefly by private tutors, and prepared for journalism. It was a cherished wish of the elder Bennett to see his son at the head of *The Herald*. The latter was thoroughly trained in all branches of the newspaper business, and on the death of his father in 1872 inherited both a fortune and *The Herald*. He has continued the management of his successful morning journal down to the present time, exercising constant and careful supervision over both the business and editorial management. While a resident of Paris, France, during recent years, his interest in the management of *The Herald* never relaxes, the cable telegraph placing him in daily, almost hourly, communication therewith. He has originated many remarkable enterprises, including publication in England of storm warnings transmitted from the United States, the Jeanette polar expedition, and the sending of Stanley to Africa in search of Livingstone. He published for a time a London edition of *The Herald*, and conducts a successful Paris edition. In 1883, with John W. Mackay, he organized The Commercial Cable Co., which laid a new cable between America and Europe, to compete with the combined English and French lines, and after a prolonged and anxious war with the older cable companies, scored a triumphant success. *The Herald* long occupied a site at the corner of Ann street and Broadway but was recently moved to a beautiful building on Broadway at 35th street. Mr. Bennett has always taken great interest in open air sports, being a good horseman and a first rate yachtsman. While a resident of New York city, he was the life of yachting, high class racing on the turf, polo, and kindred sports; and his removal to Paris was a serious loss to the lovers of open air recreations. He retains a home in New York, but owns houses also in Paris, and is a member of the Union, Metropolitan, Racquet, Country, Coaching, New York Yacht, and New York Athletic clubs of this city, the Meadow Brook Hunt, the Eastern Yacht club, and other social organizations.

JOSIAH S. BENNETT, merchant, a native of Connecticut, who died in this city, June 6, 1887, in his seventieth year, was one of the old race of business men, whose useful activities did so much to promote the growth of New York during the first half of the present century. A nephew of Jonathan Sturges, he was a partner in Sturges,

Bennett & Co., for twenty years, and retired with ample means about 1865, being thereafter occupied with investments and the enjoyment of well earned rest. His wife survived him.

ADOLPH BERNHEIMER, merchant, born in Bittenhausen in the Suabian Alps, in 1833, died in this city, Oct. 19, 1894. Educated in a commercial institute in Bamberg, he secured an apprenticeship in a wholesale dry goods house in Furth, Bavaria. He came to New York city in 1852 and took his place as a clerk in the store of Bernheimer Bro's & Co., a large dry goods house. Three years later, he was admitted to partnership, and, as their buyer, made frequent trips to Europe. He conceived the idea of having certain cotton fabrics made in this country, which he was in the habit of buying in Manchester, and was operating factories in Rhode Island, when the outbreak of the Civil War made the industry unprofitable. After the war, the firm of Bernheimer Bro's was dissolved, and Mr. Bernheimer then began on his own account the manufacture of dyed and printed cotton fabrics. He was one of the pioneers of this industry in the United States, all such goods having been previously imported from England, and was largely instrumental in introducing American cotton goods into the West Indies, Mexico and Central America. The surviving members of his family are his wife Fannie, and three children, Leopold A. and Rosie Bernheimer and Mrs. Florence B. Walter. He was a member of the Chamber of Commerce and of the Merchants' Central club, and conspicuous for his generous contributions to worthy charities.

ISAAC BERNHEIMER, clothing merchant, born in Jebenhausen, Germany, June 11, 1813, died in this country, July 23, 1893. He received his education in his native land, but left school at fourteen to learn the trade of cotton manufacturing. After nine years of toil in this occupation, he came to the United States in 1836 to establish a business connection, and liked the country so much that he resolved to stay, thus becoming the pioneer of his family in this country. In Cincinnati, he engaged in the clothing and dry goods trade, afterward removing to Philadelphia and later to New York, where he joined his brothers in this business. He retired in 1866, devoting his attention thereafter to real estate, mining ventures, and The Central National Bank and The Germania Life Insurance Co., of which he was a director. By his marriage with Isabella W. Arnold of Philadelphia in 1846, he had eight children, Jacques A., Charles D., and Meyer A. Bernheimer, Mrs. Kate Drey, Mrs. Charles Blum, and Cora A., Blanche A., and Alice A. Bernheimer. Many charitable societies have cause to remember him with gratitude.

SIMON BERNHEIMER, clothing merchant, was born in Jebenhausen, Germany, Nov. 20, 1819. He came to the land of freedom and business opportunities in 1838, spent two years in Cincinnati, and then in 1840, joined his brothers, Herman and Emanuel, in the clothing trade in New York. Isaac joined them later. Having amassed a fortune, he retired from business in 1866, and since has lived quietly in town in the management of investments. Since its organization, he has been a director of The Central National Bank. By his marriage with Rosetta Gosling, in 1846, Mr Bernheimer is the father of twelve children, of whom the following are yet living: Jacob S., Mayer S., Irving and Lorin Bernheimer, Mrs. Addie Seligman, Mrs. Lillie Lilienthal, and Beatrice Bernheimer.

SIMON E. BERNHEIMER, brewer, born in New York city, Nov. 26, 1849, is of German descent and a son of the late Emanuel Bernheimer, a merchant and brewer for many

years of this city. After graduation from a commercial college, he served a year each in the dry goods and clothing trades to gain experience, and then, about 1865, entered the Lion Brewery, on 108th street. There he learned the mysteries of brewing. In 1878, he assumed charge of the business, when the old firm of Bernheimer & Schmid, composed of Emanuel Bernheimer and Joseph Schmid, proprietors of the establishment, were succeeded by their sons, Simon E. Bernheimer and August Schmid, under the same name. When originally started, the brewery was a very small one, but it grew rapidly after the War, and the new partners developed the business to large proportions, making it one of the largest in the city. Mr Bernheimer is a bachelor. He takes a lively interest in the societies of the Hebrew race, and is liberal in his charities.

NATHAN BERNSTEIN, wholesale meat merchant, a native of Nassau, Germany, born in 1830, died in Brooklyn, Oct. 7, 1894. Beginning life as a journeyman butcher, he sailed for America in 1849, settled in Brooklyn, resumed the occupation in which he had been trained, and during over forty years of active promotion of this honest trade attained wealth. The large abattoirs he established in Brooklyn gave employment to many men. He was a Hebrew by descent and a warm supporter of the charities of his race in Brooklyn.

DAVID BETTMAN, oil producer, a native of New York city, was born July 9, 1848. He is a son of Abraham Bettman, merchant. After graduating from the College of the City of New York, he acquired an experience in mercantile pursuits as clerk for Bernheimer Bro's and, in 1867, for Adolph Bernheimer, the latter a manufacturer of cotton goods. In 1869, he became a partner in Adolph Bernheimer & Co. The house dissolved in 1884. Like his brother Marcus, he invested his savings in petroleum properties in Pennsylvania, Ohio, New York, West Virginia and Indiana, and his firms of Stettheimer & Bettman, J. Stettheimer & Co., and Bettman & Watson are among the largest individual oil producers in the United States. In 1880, Mr. Bettman was married to Ida, daughter of Herman Bernheimer, and their children are Roland and Harold.

MARCUS ABRAHAM BETTMAN, merchant and oil producer, was born in this city, June 19, 1845. He is of German Hebrew descent, and a son of Abraham Bettman, by occupation a dry goods merchant in this metropolis, who had emigrated hither in 1840. Marcus attended the public schools and the College of the City of New York until the age of seventeen, and then found employment as a clerk with Bernheimer Bro's and afterward with Bernheimer & Newman, merchants. A vigorous and capable man, he rose to a partnership and when the firm dissolved in 1870, he joined that of Bernheimer, Son & Co., remaining until 1890. He was drawn to the oil fields of Pennsylvania in 1878, and has engaged in producing, with so much animation and perseverance, that the oleic treasures of the earth have brought him a fortune. No less than 850 oil wells belong to him, wholly or in part, in Pennsylvania, New York, West Virginia, Ohio and Indiana, through his connection with the firms of J. Stettheimer and Co., Bettman & Watson, and Bettman, Watson & Bernheimer. His brother David and he are classed among the largest oil producers in America, and they own a machine plant in Belmont, W. Va., in which are made the boilers, engines, tools, and other appliances required in their oil operations. Marcus is also the owner of much improved realty in New York and other cities. In 1874 he was married to Emma, daughter of Herman Bernheimer, and their children are Mabel, Gladys, Edyth and Marvin Bettman. Mr.

Bettman is a director of The Fourth National Bank and a member of The Manhattan Club, which occupies A. T. Stewart's old marble mansion on Fifth avenue.

SOLOMON BEUTHNER, capitalist, born in 1824, died in New York city, June 5, 1889. A hard-headed, sturdy, positive man, he went to New Mexico in early life, fought his way through all the trials which beset the pioneers, and was at one time a partner of Lucien B. Maxwell, proprietor of the well-known Maxwell Land Grant. He aided in the development of mining industries in the Territory, and had, besides his office in New York, branches in Toas and Santa Fé. In his later years, he engaged in mining in Germany, and amassed a fortune from his various enterprises. They called him the "king of New Mexico." Self-made, unassuming and honest, he was a sterling citizen.

ISAAC BIERMAN, merchant, a native of Germany, was born Dec. 31, 1824. He is of Hebrew ancestry. Properly educated in German schools, he turned his face towards the new world in 1845 and after a few years of honest occupation on this coast, followed the Argonauts to California in 1849. Two years in that rough region sufficed and he returned, locating in Pittsburg, Pa., as a clothing merchant. Thrifty, industrious and capable, he fared so well in the smoky city, that he was able in 1880 to establish himself in a large clothing business in New York. He is yet a member of Bierman, Hiedelberg & Co., on Broadway, but gives his time now almost wholly to The Home for Aged and Infirm Hebrews, of which he is a director. Various other Hebrew societies engage his attention also. He was married in 1848 to Miss Frowenfeld of Pittsburg.

ABRAHAM BININGER, wine importer, born in New York city, April 3, 1816, died in New York, April 16, 1894. He was of Swiss descent, his ancestor, Christian Bininger, having come to this country in 1640. His grandfather, a resident of Washington county, N. Y., settled in New York city in 1776, and established the grocery and wine firm of A. Bininger & Co., long and favorably known throughout the United States and Europe. His son, Jacob Bininger, succeeded to the firm, and died in 1737, when he was succeeded by his son Abraham. The subject of this sketch was educated in Bethlehem, Pa., and by private tutors, and then travelled extensively through Europe and the East. Returning, he became occupied with wine and grocery importations in the old firm. He inherited means, and gained a yet larger share of this world's possessions by his own business talents. In 1846, he was married to Elizabeth, daughter of Alonzo Draper, once American Consul in Paris. Mrs. Bininger was lost at sea on the *Ville du Havre*, in 1873. His children are Miss E. D. Bininger; Harriet, wife of Frederick A. Post, of London; William B. Bininger, and Frances, wife of the late Francis R. Rives. A man of social accomplishments, he was a member of the Union and New York Yacht clubs and of the St. Nicholas Society, and one of the founders of the Knickerbocker club, of which his son, William B. Bininger, is a member.

HENRY BISCHOFF, banker, a native of Baden, near Bremen, in Germany, was born Sept. 9, 1827. His father was Bruno Bischoff a lumber merchant and brick manufacturer at Baden and Ohlsen on the Weser. Educated by private tutors, he served an apprenticeship with Waltjen & Co., merchants of great prominence at that time in Bremen. He came to this country in 1847, and after a careful survey of possibilities, began, in March, 1848, the importation of fruit and wines, adding thereto the making of remittances of money and the collection and sale of bills of exchange, a then

prevalent part of the business of all old country merchants. After 1858, he devoted himself exclusively to banking and founded the now prominent banking house of Bischoff & Co., of which he is the head. He owns valuable real estate in the metropolis. Mr. Bischoff has always stood well in this city and his family have exerted a strong influence in local affairs. In 1850, he married Amalie Louise Bolte, now deceased, daughter of Frederick Bolte, and their children are Emily, now deceased, wife of Paul von Frankenberg; Henry; Ernest, deceased; Franklin J.; Amanda, wife of Ferdinand von Graberg; and Ottilie, wife of Theodore Brenzing. Henry Bischoff, jr., is judge of the Court of Common Pleas. The family lives at City Island on the Sound during the summer season. Mr. Bischoff is a director of The Union Square Bank; was one of the earlier members of the German Liederkrantz; and is among the oldest living members of The German Society. He is also a patron of The Isabella Heimath, founded by Mrs. Ottendorfer.

GEORGE HENRY BISSELL, founder of the petroleum industry, born in Hanover, N. H., Nov. 8, 1821, died in New York city, Nov. 19, 1884. His family, Norman French in origin, was planted in this country by emigrants from Somersetshire, England. John Bissell settled in Windsor, Conn., in 1635. Isaac Bissell, father of George H., a native of Connecticut, traded with the Indians for furs at Mackinaw and Detroit during his earlier years; married Miss Nancy Wemple, daughter of John Wemple, who owned a large estate on the Mohawk river, near Johnstown, N. Y.; and died when George was twelve years old. The latter graduated from Dartmouth College in 1845, earning his own support meanwhile, accepted a Greek and Latin professorship in the University of Norwich, Vt., and was then successively Washington correspondent for *The Richmond Whig* until 1846, a traveller in the West Indies, a journalist in New Orleans, principal of the High School there, and Superintendent of Schools. He resigned in 1853 to come North on account of his health. During that summer he saw a bottle of petroleum at Dartmouth College, which had come from Oil Creek, Pa. Realizing intuitively the commercial value of petroleum, he went to Titusville and with J. G. Eveleth as a partner leased about 200 acres of land, paying therefor \$5,000. In 1854, in New York city, the two men organized The Pennsylvania Rock Oil Co., the first petroleum company ever formed in the United States. By trenching, they harvested a few barrels of oil per season, selling the product mainly for medicine at one dollar a gallon. In 1855, Mr. Bissell became a lawyer, and was admitted to the bar. The same year, he reorganized the oil company with Prof. Silliman as president. The discovery of small quantities of petroleum in a salt well at Pittsburgh, suggested the idea of boring artesian wells on Oil Creek. Their efforts, at first fruitless, were finally crowned with success. Aug. 28, 1859, the first vein of oil was reached by boring. A natural flow of ten barrels a day was increased by pumping to forty barrels a day; and a new industry then took its place in the commercial world. The excitement which followed is historic. Mr. Eveleth died in 1863. Mr. Bissell retained his connection with the industry for many years, built a railroad in the oil regions and established several banks there. After 1863, he dwelt in New York city, and made large purchases of real estate here. In October, 1855, he was married to Ophie Louise Griffin, who died in 1867. Their children were Pelham St. George and Florence Wemple Bissell.—His son, **PELHAM ST. GEORGE BISSELL**, real estate owner, was born in New York city, Dec. 5, 1858. Isaac Bissell and Captain John Wemple, his great grand-

fathers, served for several years in the War of the Revolution, and other ancestors were also soldiers in that war. Mr. Bissell received an excellent education at Columbia College, graduating in 1880. He then found occupation as a dealer in real estate and has continued therein down to the present time. A large amount of excellent real estate on Broadway and other important streets, has descended to him from his forebears; and the continual expansion of this emporium adds fresh value to his possessions. The Adirondacks Pulp Co. was organized by him, afterward being merged in The International Pulp Co. Mr. Bissell is a member of the New York Athletic and Columbia Alumni clubs and The Sons of the Revolution, as well as a life member of The New York Historical Society. His wife is Helen Alsop French, daughter of Colonel Thomas J. French, and they have one child, Pelham St. George Bissell, jr.

JOHN MUNSON BIXBY, lawyer, born in the beautiful village of Fairfield, Conn., in February, 1800, died in New York city, Nov. 21, 1876. He was son of William Bixby, and grandson of Elisha Bixby, a captain in the American Revolution, who was promoted for gallant service at the storming of Stony Point. John began the study of law in Wilkes Barre, Pa., where he remained about two years, coming then to New York city. Here he enjoyed a large and successful practice, retiring in 1849. He invested his means in real estate in New York, from which he realized great gains. His son, Robert F. Bixby, now receives an annual ground rent from the Union League club larger in amount than his father paid for the property. In 1849 Mr. Bixby married Miss Mary W. Poe, a cousin of Edgar Allan Poe, the poet. Three children were born to them; Robert F., Grace S., and Berkeley Bixby. Mrs. Bixby died in 1854. Mr. Bixby was a man of scholarly tastes, and the author of two novels, "Standish the Puritan," and "Overing, or the Heir of Wycherly," both of which were published in New York.—His son, **ROBERT FORSYTH BIXBY**, lawyer, was born near Augusta, Ga., April 14, 1850. Through his maternal line, he is a great great grandson of David Poe, who served from Maryland in the War of the Revolution, and great, great, great, great grandson of Sir William Beverly, Governor of Virginia. Graduating from Trinity College in 1870, he fitted himself for the law at the Law School of Columbia College. His father's death brought upon him the care of a large property, which he has managed with excellent skill. He owns the Casino Theatre and property, the ground whereon the Union League club stands, and a few scattered dwellings, including a residence on Fifth avenue at 40th street. He has joined the Union, University, City, Union League, Calumet, Lawyers', Bar, New York Athletic, Trinity Alumni, Liederkrantz, Alpha Delta Phi, Seawanhaka Corinthian Yacht, and other clubs and associations.

EUGENE GILBERT BLACKFORD, merchant and banker, famous among ichthyologists the world over, is a son of Gilbert L. Blackford, a carriage maker, and was born in Morristown, N. J., Aug. 8, 1839. At the age of fourteen, the lad found employment in New York city and tried several occupations as a clerk, without finding that which suited him, finally leaving A. T. Stewart's wholesale store to enter the fish market of Middleton, Carman & Co. on Fulton street. In a few years he opened his own stand in Fulton Market, and is now the proprietor of thirteen stands there and the largest dealer in fish, turtles, crabs, oysters and lobsters in the country. In one year, his sales have amounted to 33,000,000 pounds, about three-fourths of the total of Fulton Market. The now popular idea of signaling April 1st, the opening day of the trout

season, with an exhibition of live trout in tanks, originated with him. Since 1879 he has been officially connected with the restocking of lakes and streams, and the hatching of food fish, being for thirteen years president of the State Fish Commission. In spite of the pressing duties of public and commercial life, he finds time to serve as president of The Bedford Bank in Brooklyn and director of The City Savings Bank of Brooklyn, The People's Trust Co., The Hide & Leather Bank, and The Schermerhorn Bank. His clubs are the Manhattan, Reform and Fulton of New York, and the Union League, Hamilton, Oxford, Brooklyn and Montauk of Brooklyn.

BIRDSEYE BLAKEMAN, book publisher, born in Stratford, Conn., Jan 25th, 1824, died in Stockbridge, Mass., his country home, Sept. 30, 1894. He learned the requirements of business in Bridgeport, and began as a merchant on his own account in that city in 1843. In 1844 he moved to Albany, N. Y., and soon afterward to New York city, joining a book house, where his excellent judgment and sound sense soon marked him as a rising man. A few years later, he was admitted to partnership in Sheldon, Blakeman & Co., and remained with them until 1863, when he entered the old book publishing firm of Ivison, Phinney & Co., which after twice changing its name adopted that of Ivison, Blakeman & Co. The firm dissolved Jan. 1, 1891, having sold its school book interests to The American Book Co. Mr. Blakeman was made president, retaining the position until 1893, when he refused re-election, being then succeeded by David Ivison, son of his former partner. He was also president of the Spencerian Pen Co. Mr. Blakeman headed the electoral ticket of the Republican party in New York State in 1884, being always a devoted Republican in politics. A man of quick discernment and accurate judgment, courageous, upright and generous, he enjoyed the respect of every business associate and the affection of a wide circle of friends. To his native village he gave a public library, which cost more than \$25,000. He was connected with many of the important clubs of this city, including the Union League, Century, Grolier, Ladies' and Aldine, and The New England Society. The surviving members of his family are, his wife, Anna M., daughter of Dr. John Tomlinson, to whom he was married Jan. 30, 1850, and his children, Louis Henry Blakeman and Marianna, wife of John V. B. Lewis.

ANTHONY JAMES BLEECKER, auctioneer, born on his grandfather's farm in New York city, Oct. 20, 1799, died in New York, Jan. 17, 1884. He was a son of James Bleecker and grandson of Anthony Lispenard Bleecker, and came from the old family which owned the estate through which Bleecker street now passes. Educated in Dr. Eigenbrodt's school at Jamaica, Long Island, he began life as an auctioneer with his father. In 1862, President Lincoln appointed him Assessor of Internal Revenue in this city, and he served for six years. The taxes in his district were larger than in any other in the United States, Alex. T. Stewart alone paying \$460,000. At one time, he also served as United States Marshal of the Southern District of New York. Politics interested him early in life and he was the oldest Sachem in Tammany Hall at the time of his death, although he was one of those who, in 1855, started the Republican party, and a candidate for Mayor of New York in 1856 on the Frémont ticket. Owing to the land proprietorship of his family, he was led at an early day into a real estate business and became one of the noted auctioneers of this class of property. He conducted many important sales. He sold the Tallman estate, near Central Park, for \$1,500,000, and Dr. Valentine Mott's property for \$1,000,000. The annual sales by Mr. Bleecker



Cornelius A. Bliss

amounted to millions, and it was his jocular boast that he had sold the Island of Manhattan, twice over. He certainly knew what the Island was worth, because he appraised its realty in 1871, amounting to \$247,000,000. With Judge Jones of Orange county, Mayor William V. Brady, Cornelius W. Lawrence, Collector of the Port, and George H. Purser, he laid out the Hudson River Railroad, and was chairman of the other commission which extended Central Park from 106th to 110th street, his associates being Richard Kelly, now president of The Fifth National Bank, and Hawley D. Clapp, proprietor of the Everett House. One of the stewards of The St. Nicholas Society, he enjoyed the friendship of Washington Irving. Richard Grant White says that he had no rival in his knowledge of Shakspeare. In October, 1825, Mr. Bleecker married Cornelia, daughter of John Van Benthuyzen, of Poughkeepsie. The children born to them were, John Van Benthuyzen Bleecker, who died during the war; Sarah Bache Bleecker, who died in 1867; Helena, who died in 1833; and James Bleecker, successor to his father as an auctioneer. Mr. Bleecker was a vestryman of Trinity Church, as were his father and grandfathers, and is buried in the family vault of that church yard.

CORNELIUS NEWTON BLISS, merchant, a man of sturdy physique, clear mind, and unquestioned force and probity of character, has, from a modest beginning, made his way to the front in the business life of the United States and especially of the metropolis, by honorable business methods and an unconquerable determination to succeed.

He was born in Fall River, Mass., in 1833. His ancestry was English, originating in Devonshire and belonging to the yeoman class, which owned and tilled its own land. They were Puritans of sturdy convictions and suffered persecution for conscience sake. Mr. Bliss's immigrant ancestor came to America in 1633, settling first at what is now Weymouth, but becoming later one of the original settlers of Rehoboth, Mass. The father of the subject of this sketch moved to Fall River and died there at the age of twenty-six, when Cornelius was an infant. The mother remarried and moved to New Orleans, but the boy remained in Fall River in charge of his mother's family until he had graduated from the common schools and Fiske's Academy. Thus at an early age he was compelled to accept the responsibility and endure the labors which toughen a man's fibre and develop his manhood. At fourteen, the lad went to New Orleans and completed his school life there in the High School of that city.

He then entered mercantile life, gaining his first acquaintance with the requirements of trade in the counting room of his stepfather. After a brief experience there, he returned North and secured a position in the house of James M. Beebe & Co., of Boston, then the largest dry goods importing and jobbing house in the country. He proved a valuable clerk and solely upon his merits was in time admitted as a partner to the firm succeeding J. M. Beebe & Co. In 1866, he became a member of the dry goods commission house of J. S. & E. Wright & Co. Upon the death of the senior partner, this firm was reorganized as Wright, Bliss & Fabyan; and later, it became Bliss, Fabyan & Co., of Boston, New York and Philadelphia, and as such remains, having now grown to be one of the leading commission dry goods houses in the United States, its members highly esteemed and its trade one of great proportions. They occupy a large store on Duane street at its junction with Thomas street, in the very heart of the downtown wholesale dry goods district, their sign being one of the landmarks of that busy region. The New York house has been conducted under the direct personal supervision of Mr. Bliss for many years.

Since his removal to New York, Mr. Bliss has entered heartily into every movement which would promote the growth and welfare of this town. Few public spirited projects fail to receive his contribution of time or money, and in all the numerous admirable schemes which have emanated from among his colleagues of the Union League Club, he has taken a cordial interest. Mr. Bliss's strong character, high social standing and financial strength have caused him to be much sought after as a trustee in financial institutions in this city, the character of whose directorate is the important element in securing the public confidence. He is a director and vice-president of The Fourth National Bank (once having served as its acting president), The Central Trust Co., The American Surety Co., The Equitable Life Assurance Society, The Home Insurance Society, and other important institutions, and is governor and treasurer of The Society of the New York Hospital.

Always an active and loyal Republican in politics, Mr. Bliss has, however, never sought public office and has never occupied official station, except as a member of the International Conference in Washington, D. C., in 1889-90. A Cabinet position was tendered to him during the term of President Arthur, but he declined that honor as well as the suggestion of nomination for various elective offices.

While too preoccupied to serve his countrymen in public station, he has, however, labored with energy to promote the practical work of his party. In 1884, he was Chairman of the Committee of One Hundred, appointed at a public meeting of the citizens of New York to attend the Chicago Convention and urge the nomination of the Hon. Chester A. Arthur to the Presidency. The committee failed to gain their object, and thereupon became loyal supporters of Mr. Blaine. He has been for several years a member of the Republican County Committee in New York, and was chairman of the New York Republican State Committee in 1887 and 1888, as well as treasurer of the Republican National Committee in 1892. He has long been a director, and is now president, of The Protective Tariff League, which carries on a persistent appeal to the reason and patriotism of the people of America in favor of the American system of protection to domestic industry.

The social standing of Mr. Bliss is exhibited by his membership in the Union, Century, Union League, Riding, Metropolitan, Merchants', Player' and other first-class clubs, and in several of the public-spirited societies, which have developed the intellectual and artistic life of the metropolis and filled the city with great museums and buildings of public importance.

ELIPHALET WILLIAMS BLISS, of Brooklyn, manufacturer, born at Fly Creek, in Otsego county, N. Y., April 12, 1836, is the son of John Stebbings Bliss, a physician, whose ancestors were English and settlers of Springfield, Mass. He was educated in the public schools and Fort Plain seminary, and began life as a farmer. Before the age of sixteen, he entered a machine shop in his native county, served there until twenty-one, and then spent seven years in the Parker Machine Shops of Meriden, Conn., as foreman. In 1866 he removed to Brooklyn, N. Y., and then in 1867 founded there the machine shops, which have since grown through his ingenuity and constant perseverance into the corporation of The E. W. Bliss Co., now employing 600 men. The plant comprises extensive buildings and machine shops for the manufacture of tools, presses, dies, and patented articles of various kinds. Mr. Bliss supplied some of the material for the Brooklyn Bridge, and has had contracts with the United States

for projectiles and torpedoes. He has pursued this business with great success, and is largely interested in improved real estate and city railroads in Brooklyn, being vice-president of The Brooklyn Heights Railroad. He is also connected with The Brooklyn Gas Fixture Co. Mr. Bliss was married, June 19, 1865, to Miss Anna E., daughter of Charles H. Metcalf, and there has been born to them one daughter, Eva M., now wife of James Warren Lane, of New York. Mr. Bliss dwells on the heights at Bay Ridge, and is a member of the Manhattan and New York Yacht clubs of New York, and The Hamilton, Atlantic Yacht, Brooklyn, Marine and Field, and Ridge clubs of Brooklyn.

GEORGE BLISS, banker, was born in the beautiful village of Northampton, Mass., April 21, 1816.

The Bliss family in America is descended from the best Puritan stock. Tradition represents them as living in the South of England, where they belonged to that staunch class known as English yeomanry. From time immemorial, they regarded with extreme disfavor the lax manners of the clergy and laity, and incurred the enmity of King Charles I. by determined opposition to the court religion and their manifest resolution to maintain their own views. The first, of whom there is trustworthy information, was Thomas Bliss of Belstone Parish, County of Devonshire. A wealthy landowner, he belonged in religion to the Puritans, so called on account of the simplicity and purity of their forms of worship, and was persecuted by the civil and religious authority under the direction of Archbishop Laud, maltreated and imprisoned, and finally ruined in health and fortune by the indignities and hardships heaped upon him. The animosity of the dominant church party extended to the sons of Thomas Bliss, two of whom, Thomas and his younger brother, George, turned their eyes to the new world as an asylum, in which they could enjoy liberty of conscience. In the autumn of 1635, the two young men embarked, with their families, for the wilderness of America. Landing at Boston, Thomas located at Braintree, Mass., whence he afterward moved to Hartford, Conn. He died in 1640, and his widow and children subsequently removed to Springfield, Mass. From this family are descended most of those of the name of Bliss in the old county of Hampshire. George, after remaining for a few years at Lynn and Sandwich, Mass., finally settled in Newport, R. I. They maintained their sturdy independence of character, and bore with fortitude the deprivations and hardships which were the lot of the hardy pioneers of the new civilization. From Thomas and George Bliss have descended large families, many of whose members have attained eminence in the various walks of life.

George Bliss, the subject of the present sketch, is of the ninth generation in descent from the original Thomas, and in the eighth from Thomas Bliss, the pioneer in 1635. His father was William Bliss, and his mother, Martha Parsons, daughter of Timothy Parsons, of the same place. From these excellent parents, George inherited a strong constitution, great natural ability and stern probity of character. With such educational advantages as were afforded by the local schools, he began life in 1832 as clerk in a dry goods store in New Haven, Conn. Here his diligence, fidelity and intelligence soon won recognition, and after remaining less than five years in a subordinate capacity, he was admitted to a partnership with his employer, the firm taking the name of Sanford & Bliss. He continued in this firm for seven years. In 1844, he removed to New York city to become a partner in the firm of Chittenden, Bliss & Co., jobbers of dry goods, which, while it continued, attained a commanding

position in the wholesale trade. After its dissolution, Mr. Bliss continued in the same business under firm names of Phelps, Bliss & Co. and George Bliss & Co., until 1869, when he retired to engage in banking.

In that year Mr. Bliss associated himself with the firm of Levi P. Morton & Co., in the business of banking, under the name of Morton, Bliss & Co. The firm, with their London branch of Morton, Rose & Co., now stand in the front rank among the financial institutions of this country. While dealing largely in foreign exchange, this house has conducted an extensive business in investment securities and effected numerous important railroad negotiations. Their conservatism, sound business methods and success have won the entire confidence of the financial world.

Mr. Bliss's excellent judgment and capacity have caused him to be sought after as trustee of important corporations, and he has filled acceptably the office of director of The United States Trust Co., The Delaware, Lackawanna & Western Railroad, The St. Paul, Minneapolis & Manitoba Railway, The Manhattan Elevated Railway, The Mutual Life Insurance Co., The Atlantic Mutual Insurance Co., The Continental Insurance Co., and The Western Union Telegraph Co. He has also held prominent relations with many other railroad and financial corporations. He has joined a number of the best social organizations in town, including the Century, Union, Union League, Metropolitan and Lawyers' clubs and Down Town Association, and The New England Society. He is also a member of the Chamber of Commerce and, with the same public spirit which animates his colleagues of the Union League club, has given his influential support to the great museums of the city. The purely material result of Mr. Bliss's long career has been financial success. While attaining this end, however, his just and honorable character has gained what is of greater value, the esteem and confidence of his associates of the business world. He makes a worthy use of his means in charities, deriving his satisfaction not from heralding his good actions but from the good which follows them. Among the charities of a public nature which have drawn largely upon both his time and means are The Woman's Hospital, of which he is a governor, The Hospital for the Ruptured and Crippled, and The Protestant Half Orphan Asylum, of both of which he is a trustee. He is also treasurer and trustee of The Protestant Episcopal Domestic and Foreign Missions Society, and in addition to these, has contributed freely to churches and hospitals.

Mr. Bliss was married Sept. 29, 1840, to Catherine S., daughter of Hervey Sanford of New Haven. He lost his wife by death in 1862, and in 1868 was married to Augusta, daughter of William M. Smith, a prominent resident of New Haven. Of the nine children born to Mr. Bliss, five are now living, two sons and three daughters. They are George T. and Walter Phelps Bliss; Mary H., wife of A. Gifford Agnew; and the Misses Catherine A. and Augusta Bliss.

WILLIAM BLISS, merchant, born in Chipping Norton, England, July 4, 1833. died in New York city, Jan. 2, 1890. He came to this country with his parents while a young boy, and at an early age entered the employ of Dallett Bro's, shipping and commission merchants of Philadelphia. After several years in their office, he went to Puerto Cabello, Venezuela, where he soon became a partner in the firm of Boulton, Bliss & Co. In 1860, after having spent eight years in Venezuela, he returned to Philadelphia and joined the firm of John Dallett & Co., which was established the following year. In 1862 John Dallett, sr, died, and thereafter the responsibilities of the busi-

ness devolved principally upon Mr. Bliss and his life long friend, William G. Boulton. In 1867, the firms of John Dallett & Co. and Dallett & Bliss, of New York, were consolidated, and Mr. Bliss thus became a member of the firm of Dallett, Bliss & Co., as the firm in New York were styled. Mr. Bliss continued to reside in Philadelphia until 1881, when the house there was closed and the entire business was thereafter transacted in New York, under the firm name of Boulton, Bliss & Dallett. The principal business of the firm has always been with Venezuela, from which country coffee, hides, etc., were imported and to which American produce of almost every description was exported. At first, small sailing vessels were employed to carry the firm's merchandise, but as the business between the countries increased, steam was employed, resulting in the establishment of the present Red "D" Line of American steamships, so called from the private flag which had been used on the sailing vessels. In 1861, Mr. Bliss was married to Miss Athenade Dallett, who died in 1872. He subsequently married Miss Anna Dallett, who with his four children, John Dallett, William, Robert Parker and Anita, survived him.

WILLIAM METCALF BLISS, merchant and banker, born in Troy, N. Y., in 1812, died at Orienta, his home in Mamaroneck, N. Y., Aug. 29, 1893. He sprang from Puritan ancestry, his line producing many men eminent in the legal profession, for which Mr. Bliss was himself originally intended. His father, of the same name, a man of marked ability, served as Master of Chancery in Troy, for a long period. Carefully educated, William came to New York while a young man, entered business life, and with George Merritt, established the firm of Merritt, Ely & Co., with whom and their successors he continued until his retirement in 1864. He belonged to the old class of solid, upright New York merchants, having the dignified manners of his generation, and distinguished both for ability and personal character. Nature endowed him with a mind which would have commanded success in any calling, and he rose above the trammels of mercantile life to larger position. Noble in appearance, chivalrous in nature, a charming conversationalist, and a Christian gentleman, few excelled him in the warm friendship and cordial respect which he inspired. He was prominent as president of The Central National Bank, and a trustee of The Equitable Life Assurance Society. He was twice married, first to Miss Champion, of Troy, and later to Lucie Ann, daughter of Ellis Baker, of Albany.

JOSEPH BENJAMIN BLOOMINGDALE, merchant, was born in the city of New York, Dec. 22, 1842. His father, Benjamin Bloomingdale, had immigrated from Altenmoor, in Bavaria, in 1837, being the first person to leave that section of the country for the new world. The elder Bloomingdale made an effort to establish himself in New Jersey and North Carolina, but finally moved to New York, where he has since resided almost continuously. At the age when boys of the present day are compelled by law to be at their books, Joseph secured a situation as clerk in a dry goods store on Canal street, then the centre of the fashionable shopping district. In 1865, he went to the Pacific coast, where he filled positions variously in San Francisco, Sacramento and Carson City, Nev. Having saved some money, he became infected with the fever to grow rich suddenly, and invested what he had in mining stocks. This soon wiped out his little surplus; and with this additional fund of experience, he made a fresh start, following the tide of gold discovery into Oregon, Idaho and Montana, attempting various occupations, including actual work with a pick and shovel on what afterward became the famous Blue Cloud mine, taking off some pay-dirt from the surface and then selling

at what appeared to him to be a splendid profit. The purchaser of the claim made a fortune, while young Bloomingdale returned to the city of his birth. Here his father and his brother Lyman were engaged in manufacturing hoop skirts, and Joseph secured a position with them as travelling salesman. In this he was very successful, and, a short time afterward, on the retirement of his father, he became a member of the firm. Unfortunately, however, hoop skirts were becoming less fashionable. The two brothers did not recognize this fact quickly enough to save themselves from loss, and, in 1871, were obliged to make a compromise with their creditors. This overwhelming misfortune, however, really inured to their benefit. They established a small retail dry goods store on Third avenue, near the corner of 56th street, under the name of Bloomingdale Bros., and thus laid the foundation of one of the most successful department stores in the world. Their success was immediate. In a few years, they were able to pay their former creditors the balance of their claims, although under no legal obligation to do so. Removing shortly to the corner of 59th street and Third avenue, they rented two buildings. Their buildings, which are seven stories high, now occupy twenty-one city lots, with a total floor area of 490,000 square feet, their stock of goods including almost everything required by man, woman and child, a great part of them being manufactured on the premises. Some lines of goods are controlled exclusively by them. Their trade is not confined either to the limits of New York city or State, but includes almost every part of the habitable globe. Mr. Bloomingdale is a member of or contributor to nearly every institution in the city of New York, without regard to sect or denomination, and is vice-president of The Hebrew Technical Institute, and of The United States Savings Bank. Physically, Mr. Bloomingdale is six feet one inch tall, of fine physique, with a face which has been called handsome. He was married in 1875, to Clara, oldest daughter of Lewis Koffman, an old-time New York merchant, and has two children, a son and a daughter.

LYMAN G. BLOOMINGDALE, merchant, born in New York, Feb. 11, 1841, is a son of Benjamin Bloomingdale, a native of Bavaria. Lyman graduated from Smith's Collegiate Institute and then went to Leavenworth, Kan., with his father. In that town, he began life as an independent merchant with about \$300 of borrowed capital, starting a crinoline and dry goods store. He was doing well, when he was ordered under arms with a militia company, in which he was a sergeant, to repel Confederates, who were threatening a raid. After this service, he sold his store and came to New York, where he joined his father in the manufacture of crinoline skirts. In 1872, he aided in organizing the firm of Bloomingdale Bros., to transact a dry goods and general trade, and is senior partner of the firm. He has revealed remarkable shrewdness and energy in adapting his store to the requirements of the dense population, which occupies the East Side of the city.

EDWARD CUSHMAN BODMAN, merchant, was born in Charlemont Mass., March 22, 1840. His father, John Bodman, was a bank president and business man of Northampton, Mass. Edward graduated from Williston Seminary in Easthampton, engaged in the grain trade and banking in central Illinois, 1861-65, and carried on the same business in Toledo, O., 1865-85, being president of The Northern National Bank there, 1873-82. He came to New York in 1885, and his firm of Milmine, Bodman & Co., have already won a name, ranking as a leading house in the grain trade. They transact a strictly commission business, never speculating. For twenty years Mr. Bod-

man was largely interested in Illinois lands, at one time owning and cultivating 4,000 acres. Jan. 10, 1878, he married Ida M. Berdan, of Toledo, a niece of Chief Justice Waite. Their children are Herbert L. and George M. Bodman. He is a member of the Union League club and the Ohio and New England Societies. Mrs. Charles H. Parkhurst of New York is Mr. Bodman's sister.

ROBERT BONNER, proprietor of *The New York Ledger*, is a native of Londonderry, Ireland, where he was born April 28, 1824. His parents were Scotch-Irish. Coming to this country in 1839, he learned the printer's trade in the office of *The Hartford Courant*, and is remembered there as a smart and rapid compositor. He removed to New York city in 1844, worked at his trade, and in 1850, for \$900, purchased *The Merchants' Ledger*, then an unimportant commercial newspaper in drooping circumstances. He conducted this paper for four years, at first dealing with dry figures, hard facts and prosaic statistics, without increasing its importance greatly, and then introduced many new and spicy features, miscellany, stories, etc., and finally, in 1855, changed its name to *The New York Ledger* and its contents to romance pure and simple. His first audacious move was the engagement of Fanny Fern, in 1855, to write a continued story at \$100 a column. By printing pure and sound romances and contributions from the best known writers, and by astonishing enterprise and extraordinary expenditures for advertising, he increased the circulation of *The Ledger* until the American people from the Atlantic to the Pacific were reading the paper. Staid old merchants of that day shook their heads solemnly over the extravagant advertisements of *The Ledger*, which they regarded as a new form of humbug, but Mr. Bonner's courage captivated the public mind and led to great success. One idea to which he rigidly adhered was to keep his paper absolutely free from even a suggestion which would be improper for the family circle. His writers included the most conspicuous men and women of the day. At first, *The Ledger* contained advertisements, but these were gradually withdrawn. Among the famous contributors to *The Ledger* have been Fanny Fern, Mrs. Sigourney, Sylvanus Cobb, jr., Mrs. Southworth, Prentice, Saxe, Edward Everett, Henry Ward Beecher, Horace Greeley, James Parton, and Dr. John Hall. The abundant means which *The Ledger* has brought Mr. Bonner have enabled him to make large gifts to Princeton College and various churches and charities and to buy noted horses. He has owned some of the most celebrated trotters in the world. Rigidly opposed to betting and to racing for money, he has withdrawn his purchases from the race tracks and keeps them for his own driving. Among his purchases were Peerless, Dexter, and Maud S., for which he paid William H. Vanderbilt \$40,000. In February, 1888, he presented his sons, Andrew Alley, Robert Edwin and Frederic Bonner, with a large amount of real estate, as an incentive to application, and these young men now have entire charge of the paper, as Robert Bonner's Sons.

PETER RIKER BONNETT, merchant, born in Frankfort street, New York city, Dec. 10, 1801, died at his residence in this city, Sept. 4, 1871. He was the son of Peter Bonnett, a prominent leather merchant in "the Swamp," who had a large tannery on the corner of Frankfort and Skinner (now Cliff) streets. The family came from Huguenot ancestry. The pioneer, Daniel Bonnet, settled in America in 1700, after a residence of ten years in Bristol, England, having left Rochelle, France, in 1690, a few years after the revocation of the Edict of Nantes. Mr. Bonnett was educated in the city, and in early life entered the employment of Harper & Arcularius.

wholesale grocers, in Front street, near Fulton. The firm subsequently became Arcularius & Bonnett, and later Bonnett, Schenck & Co., when their location was changed to Vesey street, where, for many years, they carried on a large wholesale business with the West. Mr. Bonnett devoted his entire time to his business and to home life, never occupying public or corporate office, although often urged to do so. He was connected with St. George's Church. Aug. 17, 1835, he married Maria Saltonstall, of New London, Conn., who, with two sons and four daughters, survived him.

DAVID AUGUSTUS BOODY, banker and broker, born in Jackson, Me., Aug. 13, 1837, is a son of David Boody, by occupation a farmer. He was educated in the public schools, with six months in Phillips Academy, Andover. At the age of eighteen, he found his first occupation as a school teacher. Beginning the study of law at twenty, he was admitted to the bar when twenty-three. A year later, he came to New York and entered the banking house of Henry H. Boody, at No. 12 Wall street. An alert, progressive and able man, he began business on his own account two years later, and has been successfully engaged in stock transactions to the present day, excepting only during a period of three years, when absent from the city. Several large corporations have secured his interest and he has been elected president of The Louisiana & Northwestern Railway, vice-president of The Sprague National Bank, and trustee of The People's Trust Co. At one time, he served as president of The City Savings Bank of Brooklyn. His wife is a daughter of the late Henry Treat of Frankfort, Me. They have five children. Mr. Boody has taken special interest in public questions and was at one time president of The Civil Service Association of Brooklyn, in which city he makes his home. He is a member of the Reform club and The New England Society of New York city, and the Hamilton, Brooklyn, Montauk and Carleton clubs, New England Society, and Young Men's Christian Association of Brooklyn.

HENRY AUGUSTUS BOORAEM, merchant, born at No. 16 Dey street, in this city, Sept. 3, 1815, died in Jersey City, Feb. 18, 1889. He was a son of Hendrick Booraem, an old time merchant of dry goods on Pearl street. The emigrant ancestor of this family, a native of Holland, came to this place in 1666, settling at Newtown on Long Island. Henry went from the private schools of this city and Fordham directly to his father's store, where he received a thorough training, after the fashion of the times. While in Paris, France, just as he was attaining his majority, his father died. Upon his return to New York, he became a member of the firm of L. & B. Curtis, of which Lewis and Benjamin Curtis were partners, and for more than thirty years imported French dress goods, silks and velvets to this city. He retired about 1869. Mr. Booraem was justly esteemed for his character, ability and public spirit. Grace Church of Jersey City was organized in his parlors, and claimed him as a vestryman, and he was a member of the Committee of One Hundred of Jersey City at the time of his death. In 1838, he married Cornelia, daughter of John Van Vorst of the town of Van Vorst, now a part of Jersey City, and a descendant of Governor Van Vorst, whom The Dutch East India Co. sent out in 1638 as Governor of Pavonia. It is related that Governor Wouter van Twiller, Eberardus Bogardus, the dominie, and Captain de Vries visited the new Governor of Pavonia upon his arrival to pay their respects, and when a salute was fired from a swivel, upon their departure, a spark set fire to the Van Vorst homestead and burned it down. To Mr. Booraem were born: John Van Vorst Booraem, consulting engineer-in-chief of The American Sugar Refining Co.; Frances D.

Booraem; Henry L. Booraem, deceased; Josephine B., wife of Augustus Zabriskie, son of ex-Chancellor Zabriskie; Louis V. Booraem, the lawyer; Augustus Booraem, who has charge of the Booraem estate; Robert Elmer Booraem, lately in charge of the Blue Bird mine in Butte City and the Morning Star and Evening Star mines in Leadville; and Randolph M. Booraem of Philadelphia. John Van Vorst owned large tracts of land on the west bank of the Hudson. The right of ferriage between Paulus Hook and New York city, now owned by The Pennsylvania Railroad, was bequeathed by the great grandfather of Cornelia Van Vorst to her father. In the settlement of the estate it was transferred to Cornelius Van Vorst, his brother, and by him conveyed to The Associates of The Jersey Company.

EDWIN BOOTH, the distinguished actor, born near Baltimore, Md., Nov. 13, 1833, died at the Players' club in this city, June 7, 1893. He was the fourth son of Junius Brutus Booth, a figure as brilliant in the annals of the American stage as that of Edmund Kean in England. His entrance upon a theatrical career occurred at the Museum in Boston, Sept., 10, 1849, in Tressel in "Richard III." and grew out of a desire to oblige the prompter, who had been cast for the part against his will. That arrangement was made without the knowledge and approval of the elder Booth, who for a long time opposed his son's adoption of the stage. Nevertheless, Edwin drifted into that pursuit and persevered in it, and his father soon became reconciled to his course. Mr. Booth identified himself from the first with the highest class of dramas, and early in his career made a highly successful tour of the South, beginning in Baltimore. It was in Richmond, during this tour, that he met for the first time Miss Mary Devlin, who became his wife in New York city, July 7, 1860. Shortly afterward, they sailed for England. His wife was an excellent musician and a pleasing actress. They remained in England until September, 1862, their daughter Edwina, being born at Fulham, London, Dec. 9, 1861. On their return to America, they established their home at Dorchester, Mass. Mrs. Booth died Feb. 21, 1863. The opening of Booth's Theatre in New York, Feb. 3, 1869, was the most important dramatic incident in the metropolis at that period. Here he appeared in the dramas of Shakspeare, regularly nearly every season, for many years. He was married again to Miss Mary McVicker of Chicago, at Long Branch, N. J., June 7, 1869. Miss McVicker's last professional appearance was made at Booth's Theatre in the spring of that year as Desdemona. A son was born to them July 3, 1870, but died within a few hours. Mrs. Booth died in New York, Nov. 13, 1881. Mr. Booth's long service upon the American stage was never stained by an appearance in any except the most ennobling plays, and during his time there was no greater exponent of Shakspeare than he. His influence was good, his popularity unbounded, and his genius has inscribed his name forever upon the pages of history. Incidentally, his impersonations of heroic characters brought him a fortune. In San Francisco, during one engagement of eight weeks, the receipts exceeded \$96,000. While he made more than one visit to England, the most of his career was upon the American stage. His last public service was his institution of the Players' club of this city. The bulk of Mr. Booth's estate was left in trust for his daughter, Mrs. Edwina Booth Grossman, although a number of societies and friends were remembered.

HENRY PROSPER BOOTH, shipping merchant, was born in New York city, July 19, 1836, and comes from New England ancestry. At the Mechanics' Institute he



M. C. D. Borden.

gained a sound education, and then, as clerk for a shipping merchant, allied himself with the commercial interests of the port, to which his life had been ably and prosperously devoted. In 1856, he was admitted to partnership in James E. Ward & Co., and is now senior member of the firm. Strong determination and great force of character have brought him into prominence in the maritime world. He is a member of the Manhattan and Colonial clubs.

GAIL BORDEN, manufacturer, born in Norwich, N. Y., Nov. 6, 1801, died in Borden, Texas, Jan. 11, 1874. His parents, who were of New England descent, left New York State when Gail was thirteen years of age, settling after a time in Madison, Ind. Gail attended the common schools and at the age of twenty-one removed to Mississippi, where he taught school and engaged in public surveys. In 1829, he pushed on to Texas, acquired some prominence upon the establishment of the Republic of Texas, and was appointed first Collector at Galveston, of which city he had made the first surveys in 1837. In 1849, the need of more convenient food supplies for the emigrants to the Pacific Coast led him to make a few experiments, with the result that he produced "pemmican," afterward used with such success in Arctic expeditions, and the "meat biscuit," a simple and portable form of concentrated food. Though these inventions brought him a medal from the World's Fair in London in 1852, and an honorary membership in The London Society of Arts, they proved a pecuniary failure, and he lost all his means. His attention had meanwhile been attracted to the preservation of milk, and in 1853 he applied for a patent for "concentrated milk," which the Government granted in 1856. This venture proved an unqualified success. Under the title of The New York Condensed Milk Co., he established factories at Brewster Station, N. Y., and Elgin, Ill., and extended the operations of these by manufacturing an extract of beef, for which he afterward built a factory at Borden, Texas. There then followed preparations of cocoa, tea and coffee, and in 1862 a patent for condensing the juice of fruits into a small fraction of the original bulk. Mr. Borden amassed a large fortune and dispensed his means with a liberal hand.

MATTHEW CHALONER DURFEE BORDEN, merchant and manufacturer, a native of Fall River, Mass., was born July 18, 1842. His father, the late Colonel Richard Borden, was a conspicuous leader in all which contributed to the success and large prosperity of Fall River, from the date of the organization of its first and greatest manufacturing enterprises, beginning with the Fall River Iron Works Co. in 1821, down to the close of his eventful and memorable life, in 1874.

The Borden family is of original French stock, and is traceable back to Bourdonnay, an ancient village in Normandy, from which it probably takes its name. The first of the family found on English soil entered the British Isles with William the Conqueror. After the overthrow of Harold and the Saxon regime, they were assigned estates in the County of Kent. Giving their name to the estate, they founded a religious parish there, which also bore the name of Borden. In 1635, Richard, then the head of the family, emigrated to America, settling in Rhode Island. The birth of Matthew Borden, in May, 1638, is mentioned in the Friends' Book of Records, and he was the first child born of English parents on Rhode Island soil, thus fixing the date of the first settlement at Portsmouth. From this point, the family descent is authentically recorded down to the present time.

The subject of this sketch was fitted for a higher range of education at Phillips

Academy, Andover, Mass, and graduated from Yale College in the class of 1864. Almost immediately thereafter, he entered the employment of a leading dry goods jobbing house in New York, as stock boy in one of the departments. Three years later, he became a partner in a leading commission house of New York, where he represented The American Print Works as selling agent, continuing in this capacity until the end of 1879. The American Print Works having failed, his connection with the house referred to ceased.

Mr. Borden inherited a large share of the enterprise and capacity for management of his worthy father, and mainly through the joint efforts of his eldest brother and himself, the company was reorganized and resumed operations under the name of The American Printing Co., in January, 1880. At the same time, Mr. Borden made an alliance with the commission house of J. S. & E. Wright & Co., now Bliss, Fabyan & Co., with whom he has remained in the conduct of the business controlled by him ever since.

In 1887, Mr. Borden bought his brother's interest in The American Printing Co., and from that time has been the capable sole owner of the works, which, in the number of yards printed annually, is probably the largest establishment of the kind in the world. The capacity of the Printing Company required from 60,000 to 70,000 pieces of cloth weekly, and it finally appeared desirable to become independent of the open market, as to a portion of the weekly consumption. In 1889, therefore, Mr. Borden proceeded to build cloth mills in Fall River for this purpose, and, at the end of three years, had erected and equipped in the most perfect manner possible three large mills for spinning yarns and weaving the same into cloth for printing. The plant so established, under the title of The Fall River Iron Works Co., a previous corporate name having been retained for the sake of keeping the old charter, which is valuable, now consists of the mills named, containing about 200,000 spindles and more than 5,000 looms, producing 35,000 pieces of print cloth weekly, or about one-half the whole amount required by The American Printing Co. The two companies are of enormous value to Fall River. They employ an army of well paid operatives, whose earnings, being diffused through the community, quicken every branch of local trade.

Since establishing his home in New York, Mr. Borden has identified himself with the progress and social life of the city, and has gained the esteem, which is only accorded to sound character, public spirit, and good business qualifications. He is a director in The Manhattan Company Bank, The Lincoln National Bank, The Astor Place Bank, The Lincoln Safe Deposit Co., and The New York Security & Trust Co ; trustee and treasurer of The Clinton Hall Association ; and governor in the Woman's Hospital in the State of New York. In politics, he has been an earnest and uncompromising Republican for more than thirty years. Mr. Borden has never sought office and never held office, except during one term as Commissioner of Parks, when he gave a large portion of his time for six years to this public duty. Experience in the employment of a large body of working people convinces him of the value to American labor of the protective system, and he advocates the policy which enables him to pay excellent wages to his people. His public spirit is also illustrated by his contributions to the support of the great museums of this city.

In 1865, Mr. Borden was married to Harriet M. Durfee of Fall River. Seven

children have been born to them, of whom the following named four survive : Bertram Harold, Matthew Sterling, Howard Seymour and Owen Ives Borden.

Mr. Borden is a member of the following clubs : Union League, Metropolitan, Republican, Merchants', Down Town, Players', Riding, New York Athletic, New York Yacht, Seawanhaka Yacht, Yale Alumni, South Side Sportmen's, Jekyl Island and Whist. He also belongs to The New England Society.

CHARLES HERBERT BOSHER, banker, a native of Richmond, Va., born in 1834, died in New York city, May 19, 1894. He came from a well known and highly respected family. After the civil war he removed to New York city, and in 1872 became one of the original members of the banking firm of R. T. Wilson & Co., with which he continued until his death. Deeply interested in the revival of Southern prosperity, he aided in re-establishing the railroad systems of that part of the country, in which patriotic work he gained his fortune. The wonderful recuperation of the South from the terrible prostration which followed the war of 1861-65, was in part due to the spirit of enterprise engendered by that historic struggle itself, but was mainly the result of the energetic labor and sagacity of a group of men, among whom the partners in R. T. Wilson & Co. stood in the front rank. They enlisted the interest of capital, rebuilt the railroads, opened the mines, established town sites, and erected furnaces and factories and gave a powerful impetus to the mercantile, industrial and financial enterprise of that whole region. Mr. Bosher took an active part in many notable schemes. He married Miss Ingram, of Kempsville, Va., and to them was born one daughter. He was a member of the Metropolitan, Down Town and Manhattan clubs, and The Southern Society, and had been for years a member of St. Thomas's Protestant Episcopal Church.

IGNATZ BOSKOWITZ, fur merchant, is a native of Floss in Bavaria, Germany, having been born there Feb. 13, 1837. He began life with his uncle, I. L. Honigsberger, in the cloth business, and when fifteen years of age, found employment in banking in Leipzig. At the age of sixteen, he removed to America. Successively a dry goods clerk, bookkeeper in a clothing store in Chicago, 1855-58, and merchant of fur and wool, he came to New York in 1860, and has since conducted the latter business here, under the name of I. & A. Boskowitz, with his brother, Adolph, as a partner. Here they have gained a good name and a profitable business. Mr. Boskowitz is president of The Mechanics and Traders' Bank, and finds recreation in the West End, Harmonie, Freundschaft, Progress and Manhattan Chess clubs. His marriage with Carrie Goldsmith, of this city, took place May 5, 1867.

JABEZ ABEL BOSTWICK, oil producer, a native of Delhi, Delaware county, N. Y., was born Sept. 30, 1830, and died at his home in Mamaroneck, N. Y., Aug. 16, 1892. His ancestors came from England to New England. Receiving a good business education, he went to Covington, Ky., when about eighteen years old, and obtained employment in a bank. He subsequently removed to Cleveland, O., and entered the commission and hardware firm of Reynolds & Bostwick, as a clerk, finding occupation later as accountant in the bank of J. B. Tilford, in Lexington. After several years of labor for others, he became a dealer in cotton on his own account in Cincinnati, displaying excellent abilities as a merchant. In 1866 he removed to New York city, and continued his dealings in cotton on a large scale, his firm being known as Bostwick & Tilford. When dealing in petroleum rose into importance, his house

became receivers of oil and from this went on to undertake the refining business, soon making a name in that industry as J. A. Bostwick & Co. When The Standard Oil Co. was organized, Mr. Bostwick allied himself with its originators, and was for a number of years one of the trustees. In charge of one of the departments of the company, he became well-known on the speculative exchanges, and acquired a reputation as a Standard Oil magnate, which clung to him long after he had severed his connection with the trust. In 1887, Mr. Bostwick became president of The New York & New England Railroad, resigning in January, 1892. Among his more recent ventures was The Standard Gas Light Co., and he was also interested in The New York Steam Co., and The Gas Engine and Power Co. In 1866 he married Helen C., daughter of Smith Ford, a retired tobacco merchant. The family made their home at 800 Fifth avenue, and at Mamaroneck, N. Y., their house in the country adjoining that of James M. Constable. His three children are Nellie B., wife of Francis Lee Morrell, of New York; Francis B., wife of Captain Alfred Carstairs, of the Royal British Rifles; and Albert Bostwick. His clubs were the Union League and New York Yacht, and he also belonged to The Ohio Society. He gave freely from his large income to charitable objects, in a manner always unostentatious. The Suffolk Street Baptist Church is one of the public monuments to his liberality and devotion to the cause it represents, and his private charities were generous and creditable.

WILLIAM GEORGE BOULTON, shipping merchant, born in La Guayra, Venezuela, Jan. 24, 1832, died at his home in Orange, N. J., Sept. 10, 1891. The family from which he descended came originally from the Lake district in England, settling in Lancashire. Early in life, Mr. Boulton was brought to Philadelphia, where he was educated in private schools. He then entered the office of Boulton, Sons & Co., Caracas and La Guayra, Venezuela, as a clerk, became a partner, and in 1857 removed to Philadelphia, where Oct. 28, the same year, he married Mary E., daughter of William E. Bowen, banker, of Browns & Bowen, of Philadelphia, and Brown, Shipley & Co., of London. Engaging in a commission business with Venezuela, he soon afterwards entered the firm of John Dallett & Co., general merchants and shippers. In 1881, the headquarters of the firm were moved to New York, the style being changed to Boulton, Bliss & Dallett. This house has engaged extensively in a commission trade, the importation of coffee, and management of ocean steamers. It controls the "Red D" line of steamers, sailing to Venezuela and Curacao. Mr. Boulton was an excellent merchant, a member of the New York Chamber of Commerce and Produce and Maritime Exchanges, and a director of The Atlantic Mutual Insurance Co., of this city, The Delaware Insurance Co. of Philadelphia, and until his removal to New York, vice president of the Maritime Exchange of Philadelphia. To him were born a daughter who died in infancy and one son, William Bowen Boulton, the latter a member of the firm. Mr. Boulton was an earnest Episcopalian and for many years one of the wardens of the Church of the Epiphany in Philadelphia. On removing to this city, he attached himself to Grace parish. He was especially noted for the interest he took in young men; and the substantial assistance, which he rendered to many at the outset of their careers, was a conspicuous illustration of his character.

GEORGE S. BOWDOIN, banker, born in New York city, Sept. 25, 1833, comes from old American stock, and is a son of the late George R. J. Bowdoin, a lawyer. Through the maternal line, he descends from Alexander Hamilton and General Philip

Schuyler, both soldiers in the American Revolution, and through the paternal line from Governor Bowdoin of Massachusetts. The late Robert C. Winthrop was his great uncle. The young man was carefully educated, and had the advantage of three years in the scientific course in Harvard University. His early business experience was gained as clerk for Aymar & Co., shipping merchants on South street. In 1871, he became a partner in the firm of Morton, Bliss & Co., bankers of this city, and Morton, Rose & Co., of London, which relation he continued for thirteen years. In 1884, he joined the banking house of Drexel, Morgan & Co., as a partner, and he is also connected with Drexel & Co., of Philadelphia, and Morgan, Harjes & Co., of Paris. Clear-headed, quiet and capable, he has borne his share of the labors of his great bank, and has been identified with various railroad reorganizations, especially those of The West Shore, The Philadelphia & Reading and The Baltimore & Ohio Railroads. The New York Life Insurance & Trust Co., The Mutual Life Insurance Co., The Commercial Union Fire Insurance Co. and the Bank for Savings have been glad to elect him to their directorates. He is also a governor of the Bloomingdale Asylum and The New York Hospital, to the latter of which he has given a good deal of his time. By culture, education and inherited refinement, Mr. Bowdoin is a man of attractive manners and social temperament. He is a valued member of about twenty clubs and societies, including the Metropolitan, Union League, Union, Knickerbocker, Century, Players', City, Racquet, Tuxedo and New York Yacht clubs, and, by virtue of lineal descent, of The Sons of the American Revolution. His wife is Julia Irving, daughter of the late Moses H. Grinnell.

HENRY CHANDLER BOWEN, proprietor of *The New York Independent*, was born in Woodstock, Conn., Sept. 11, 1813. He is the son of George and Lydia Wolcott Eaton Bowen. One of his ancestors, Henry Bowen, was one of the twenty-two founders of the town of Woodstock. He was educated in the local schools and the academy in Dudley, Mass., and began life as a clerk in his father's store. When eighteen years of age he was appointed assistant to his father, then postmaster of the village. In 1833, the young man came to New York by invitation, entered the employment of Arthur Tappan & Co., silk merchants, and throve so well in this store that several offers of partnership were made to him. In 1838, Theodore McNamee, a fellow clerk, and he founded the firm of Bowen & McNamee, merchants, aided by a loan of \$25,000 from John Rankin, who became a special partner. Mr. Bowen aided in organizing The Continental Insurance Co., in 1852, by giving the names of nearly forty of the forty-five original directors. So many persons were anxious to serve as directors in that company that, forthwith, The Home Insurance Co. was formed, the incorporators and directors being named in Mr. Bowen's office, one of them being Theodore McNamee. In 1848, *The New York Independent* was founded by five men, of whom Mr. Bowen was one. Unprofitable at first, the property finally came into Mr. Bowen's ownership, and he has been sole proprietor now for thirty years or more. To this newspaper he finally devoted his whole attention and has made it a profitable enterprise. Mr. Bowen is a resident in Brooklyn, but spends his summers at Roseland, in his native town, has created the beautiful Roseland Park there, and for more than twenty years has held public celebrations of the Fourth of July on the grounds. These celebrations have become famous, the most distinguished men in the country gracing them with their oratory. Mr. Bowen has expended large sums of money upon the Woodstock Academy, the village parks and the churches of

the town. He is a Republican and a very capable and public-spirited man. His first wife was a daughter of Lewis Tappan, his second a daughter of Hiram Holt, M.D., of Pomfret, Conn. His children are Henry Eliot, Edward Augustus, Herbert Wolcott, Clarence Winthrop, John Eliot and Franklin Davis Bowen, Mrs. Mary Louisa Holt, Mrs. Alice Linden Richardson, Grace Aspinwall, Winthrop Earle and Paul Holt Bowen.

CALEB SMITH BRAGG, book publisher, born in North Sidney, Me., May 24, 1824, died suddenly from heart disease on a railroad train, near Altoona, Pa., March 8, 1894. He was educated in Waterville, Me., and in 1847 began life as a school teacher in Northern Ohio. In 1849, he accepted an agency for W. B. Smith & Co., school book publishers in Cincinnati, and proved so good a merchant that, in 1855, he began business on his own account in Cleveland, as a bookseller, in Ingham & Bragg. In 1871, however, he removed to Cincinnati and entered the book firm of Wilson, Hinkle & Co., who had succeeded W. B. Smith & Co., and who, in turn, were succeeded by Van Antwerp, Bragg & Co. The latter soon ranked among the best-known publishers of school books in the United States. Their firm were consolidated in 1890 with Ivison, Blake-man & Co., D. Appleton & Co., and A. S. Barnes & Co., under the title of The American Book Co. School book publishing brought Mr. Bragg a fortune. A short time before his death, he established his home in New York, in order to serve as one of the managing directors of The American Book Co. His wife was Mary A. Mills, daughter of Mathew Mills, of Brighton, Canada, and the children born to them were Charles From Bragg, now deceased, and Caius Cobb Bragg.

JOHN BRAND, tobacco manufacturer, a native of Elmira, N. Y., was born Feb. 26, 1855. He is of German descent, his parents having come to America in 1850. Receiving his education in the public schools, he began life in 1873 as clerk for his father, a tobacco merchant, in Elmira. In 1879, he was admitted to partnership, and after his father's death, in 1880, rose to the head of the firm. He carried on the trade in Elmira for a number of years, but has lately come to New York city to live, although retaining his factory in Elmira. An enterprising man, he has invested his earnings in properties in Elmira, Buffalo, New York city, and Colorado. By his marriage with Clara E. Woodruff, in 1879, he has three children, John Herbert, Charles George and Walter Henry Brand. His clubs are the Elmira City and Century.

BENJAMIN BRANDRETH, manufacturer of medicines, born near Leeds, England, June 22, 1808, died Feb. 19, 1880, in Sing Sing, N. Y. His father, a musician of reputation, having been converted to the faith of the Friends, abandoned his profession for a mercantile life. Of his six children, two sons and four daughters, Benjamin, the youngest, was born after his father's death. At an early age, Benjamin was taken under the care of his grandfather, William Brandreth, with whom he studied medicine, subsequently succeeding him in business at Leeds in making medicines. In 1827, he was married to Harriet Smallpage, and had three children. He came with his family to New York in 1835. His first wife dying in 1836, he married Virginia Graham of New York city in the following year. To them were born ten children. In May, 1835, Mr. Brandreth opened an office in Hudson street. The buildings there soon proved too small for the business, resulting in a removal of the factory to Sing Sing in 1837, where it has been conducted ever since. After coming to this country, he was graduated from the Eclectic Medical College of this city. In 1857, he built the Brandreth House at the corner of Canal street and Broadway, his office being then established in

this building. The secret of the enormous sale of the Brandreth medicines lay in the fact that during the first fifteen years or more, he expended almost his entire profits of \$150,000 a year in advertising. In politics, a Democrat, Dr. Brandreth was elected to the State Senate in 1849 and served four years. He was frequently a delegate to the conventions of his party. In private life he had many friends. He distributed his wealth liberally in acts of charity, especially among the families of his own employés.

JAMES CARSON BREVOORT, civil engineer and man of letters, born in Bloomingdale, New York city, July 10, 1818, died in Brooklyn, N. Y., Dec. 7, 1887. He descended from Elias Brevoort, one of the early land proprietors of the Island of Manhattan, and was a son of Henry Brevoort, who received his mercantile training under the original John Jacob Astor, to whom he was apprenticed as a boy. From his father, James C. Brevoort inherited a large property in real estate. The young man received an excellent education, obtaining his diploma as a civil engineer from the *École Centrale of Arts and Manufactures* in Paris. He was employed for a time on the Northeastern boundary survey under his uncle Professor James Renwick, and in 1838, went abroad as private secretary to Washington Irving, then Minister to Spain. After serving a year at Madrid, he devoted himself for a while to European travel. Returning, he married, in 1845, the only daughter of Judge Leffert Lefferts, whose homestead comprised a large tract of land in the Bedford section of Brooklyn. Mr. Brevoort thereafter made his home in the old Lefferts mansion in Brooklyn, in which city he served in the Board of Education and in the Water Commission, when the Brooklyn Water Works were constructed. He was president of The Long Island Historical Society 1863-73 and 1876-78, superintendent of the Astor Library in New York, as well as a Regent of The University of the State of New York, a member of The New York Historical Society, The Academy of Natural Sciences and of The American Geographical Society, and numerous other associations. In 1863, Williams College conferred on him the degree of LL. D. He wrote much on history, fish, bugs, and coins, and had perhaps the finest private library in Brooklyn, containing about 100,000 volumes, some of which he had inherited from his father. His collections in entomology and ichthyology are now owned by public institutions. He left a son, an engineer, who married a daughter of John Lefferts of Flatbush, L. I.

HENRY BREWSTER, carriage maker, born in New Haven, Conn., May 19, 1824, died in New York city, Sept. 20, 1887. He came from old New England stock, being a descendant of Elder Brewster, of the Mayflower. His father, James Brewster, a carriage maker of New Haven, trained his boys to the trade, and took Henry and James into the firm of James Brewster & Sons. Henry was finally sent to New York to manage the sales of the firm in this locality, a factory being established in Bridgeport, Conn. The young man started in business for himself in 1856, with partners, as Brewster & Co., and devoted himself to the construction of fine carriages. The firm soon became the largest of their class in the world. At the Paris Exposition, Mr. Brewster won the gold medal and the cross of the Legion of Honor, and on his return to New York was presented with a testimonial from the carriage makers of the United States. One of the organizers of The Union League club, he stoutly espoused the cause of the Union during the Civil War. At the time of the draft riots, he hoisted a flag on his building, and armed his workmen to prevent the mob from tearing it down. His life was threatened, but he never flinched. He was a charming companion in private life.

CALVIN STEWART BRICE, lawyer and statesman, a progressive and energetic man in private life and one of the most able Democrats of the United States Senate, was born in Denmark, Ohio, Sept. 17, 1845. His father, William Kirkpatrick Brice, was a Presbyterian minister; his mother, Elizabeth Stewart Brice, was a woman of good mind, eminent for the graces and charms of her personal character. The family removed to Columbus Grove in Putnam county, Ohio, in 1848.

Great pains were taken with the education of young Calvin during his early life, and he not only enjoyed the inestimable advantage of being reared under the care of loving, superior and devoted parents, but received the benefit of the scholarly tuition of his father until 1858. At thirteen years of age, he entered the preparatory department of Miami University at Oxford, O., to receive a higher education.

In April, 1861, at the outbreak of the Civil War, the young man, inspired with the generous sentiments, which actuated the flower of the youth of the North, enlisted in Captain Dodd's University Company, and was stationed with his associates at Camp Jackson in the city of Columbus, the capital of the State. Returning to college in the fall, he again enlisted in April, 1862, and joined a university organization under the command of Captain McFarland, which became Co. A, of the 86th Ohio Infantry. The summer of that year was spent in campaigning in West Virginia.

Later, Mr. Brice resumed the college course, thus interrupted by patriotic labors, and graduated from Miami University in June, 1863. He ranked high as a student and made himself conspicuous in his class for extensive reading of general literature. A voracious reader of the best books, his mind had become richly stored with the thoughts and philosophy of famous writers before he had fairly entered upon his distinguished and successful business career.

After graduation, the young soldier and scholar removed to Lima, O., and taught for several months in the public schools, finding employment thereafter as clerk in the office of the Auditor of Allen county.

In July, 1864, Mr. Brice again went to the front to uphold the cause of the Union. He re-entered the Federal service in a company of Union volunteers, recruited by himself, and received a commission as captain of Co. E, 180th Ohio Infantry. He served in the field in the 23d Army Corps, in Tennessee, Virginia, Carolina and Georgia, until the close of the war. He was appointed Lieutenant Colonel, but not mustered in.

In the fall of 1865, he attended lectures in the Law School of the University of Michigan at Ann Arbor. Admitted to the bar in the spring of 1866, and to practice in United States courts, he immediately formed a partnership with James Irvine, under the name of Irvine & Brice, in Lima, O., and for ten or twelve years was actively engaged in the practice of his profession. The partners became noted for high character, ability and thoroughness, and their devotion to their clients led to a large and successful practice, which brought to them both a good living and a moderate surplus besides.

It was during this period that Mr. Brice became interested in traffic enterprises; and by the success which attended his skillful management of their business, he was gradually led away from the law into the realm of practical affairs. His first railroad experience was gained in the legal department of the old Lake Erie & Louisville Railroad, with which he had accepted a connection. He took an active interest in the work of the company, acquired by purchase a moderate amount of its stock, and played an energetic part in constructing extensions of the road. Through the efforts of



Wm. M. Price

himself and associates, the property was greatly developed. His success in this enterprise led Mr. Brice and his associates to enter upon the construction of The Nickel Plate Railroad, an enterprise which grew out of the refusal of The Lake Shore & Michigan Southern Railroad to make satisfactory arrangements for taking care of the traffic delivered to it by The Lake Erie & Western. The construction and subsequent sale of The Nickel Plate is generally supposed to be the dividing line between his status as a comparatively poor man and his later career as a man of extensive means and large investments. With a capital which capable and energetic management had now brought to him, he engaged more largely in traffic enterprises. His reputation and notable skill resulted in Mr. Brice being called into a share of the management of all the important lines with which he formed a connection. Railroads in the region between the Gulf and the Ohio claimed a part of his attention, and he was an active spirit in developing the lines of transportation of the New South. He has been a director in late years of The East Tennessee, Virginia & Georgia Railway, The Mobile & Birmingham Railroad, The Memphis & Charleston Railroad, The Lake Erie & Western Railroad, The Duluth, South Shore & Atlantic Railway, The Knoxville & Ohio Railroad, The Pacific Mail Steamship Co., and of other corporations. He is now chairman of the Union Pacific Reorganization Committee.

In politics, Mr. Brice is an enthusiastic Democrat, and has long been known as one of the most capable, safe, conservative and energetic leaders of his party. He served on the Tilden electoral ticket in 1876 and the Cleveland electoral ticket in 1884. A delegate-at-large from Ohio to the Democratic National Convention in St. Louis in 1888, he was then selected to represent Ohio on the National Committee in the ensuing campaign. As Chairman of the Campaign Committee he conducted the National campaign of 1888. Upon the death of William H. Barnum, in 1889, he was elected chairman of the National Democratic Committee. He was delegate-at-large and chairman of the delegation from Ohio to the National Democratic Convention in 1892.

In January, 1890, Mr. Brice was elected Senator from Ohio for the term beginning March 4, 1891. In this exalted position, he has wielded a large influence among his political associates. His advice is sought on all important questions and is always judicious, being the result of a long experience in practical affairs, a penetrating mind, extended reading, and a cautious and conservative temperament. His service has been mainly upon the Committees on Appropriations, Pensions, Public Buildings and Grounds, and Pacific Railroads, being chairman of the latter. He is also a member of the "Steering Committee" of his party in the Senate.

In 1870, Mr. Brice was married to Catherine Olivia Meily, and gained thereby a charming, judicious and valuable companionship for life. Mrs. Brice is a woman of great culture and literary ability and a delightful hostess. She has devoted herself to the education of their children, three sons and two daughters, all of whom have assisted her in a busy social life in Washington as well as in Ohio, New York and Newport.

Mr. Brice is a man of fine personal presence, straight and commanding, his hair and beard in early life quite red and later a dark brown, framing a face expressive of keen intelligence, dignity and good nature. Slightly reserved in manner and careful in speech, he is nevertheless an agreeable associate in private life, and an attractive figure at public dinners; and he has been elected to membership in all the prominent clubs in Ohio and many elsewhere, including the Manhattan (the leading Democratic



Isaac V. Brockway



social organization), the Lawyers', Riding, and Whist clubs of New York city. He is also a member of The Ohio Society of this city and of the Delta Kappa Epsilon club.

ELBERT ADRAIN BRINCKERHOFF, manufacturer, born in Jamaica on Long Island, Nov. 29, 1838, is the son of John N. Brinckerhoff, principal of Union Hall Academy there from 1837 to 1865, and grandson of Robert Adrain, LL.D., a distinguished mathematician. His ancestry is traced back to the landing of the early Dutch settlers in New Amsterdam in 1638. Elbert graduated from the academy, of which his father was principal, and had turned his face toward college, when an opportunity offered for a voyage around the world in a sailing vessel. In January, 1855, he sailed from New York for San Francisco. The unexpected charter of the vessel in San Francisco for New York, instead of China, changed his plans. Accepting an offer from a commercial house in San Francisco, he entered upon his work and remained in that city from April, 1855, to August, 1860, when he returned home for a visit. Consideration of the long distance from his parents, determined him to secure a position in New York; and in November, 1861, he was employed as bookkeeper and cashier by the firm of Fox & Polhemus, then the leading commission merchants and manufacturers of cotton duck in the city. In 1865 he became a partner in the house, and a few years later, owing to deaths and retirement, the senior partner. Since 1870, the house has been known as Brinckerhoff, Turner & Co. After more than twenty-five years in the manufacturing and selling of cotton duck, he retired, in 1887 from an active interest, withdrawing entirely in 1890. In 1869 he married Emily A., daughter of the late Colonel Washington R. Vermilye. Their children are Emily Vermilye, now Mrs. Frederick S. Duncan; Mary E., now Mrs. James D. Armstrong; Elbert A. Brinckerhoff, jr., and four younger daughters. The family live in Englewood, N. J., but business interests call Mr. Brinckerhoff daily to the city. He is a member of the St. Nicholas and Holland Societies and the Down Town and Presbyterian clubs; vice-president of The American Bible Society and The Merchants' National Bank; treasurer of The Presbyterian Hospital; and trustee of The American Seamen's Friend Society.

ISAAC VAIL BROKAW, merchant, was born near New Brunswick, N. J., Nov. 27, 1835. His ancestors were French Huguenots, who settled in New Jersey at an early date, the first one to come to this country being Bourgon Broucard, who, with his wife, Catherine Le Febre, landed in 1675. Mr. Broucard with a few others established the first French Protestant Church in New York. The name was changed in process of time to Brokaw. On the maternal side, Mr. Brokaw came from the well-known and highly esteemed Vail family of Quakers, of New Jersey, William Vail the most prominent. The young man received his education in New Brunswick. Being of an ambitious temperament, he decided at an early age to enter upon a business career in New York city. He first found employment as clerk in the well-known house of Wilson G. Hunt & Co., at that time considered the leading cloth importers in this country. By faithful and diligent service, Mr. Brokaw so won their esteem and confidence, that, at the end of a short time, he was entrusted with the keys to the store containing goods valued at a million dollars and over. By application and careful study of their texture, he became an expert in the handling of woolens; and then, recognizing the fact that his opportunity for rapid advancement was limited, owing to the large number of clerks employed older than himself, he formed the plan of starting in business on his own account. Accordingly, with the advice of his kind friend, Wilson G. Hunt, he formed

a partnership and began a clothing business under the firm name of Dunham & Brokaw. This business was most successfully carried on from 1856 to 1861, when Mr. Dunham retired, and Mr. Brokaw continued the business under his own name. In 1866 he admitted to partnership his brother, William Vail Brokaw, thereafter adopting the name of Brokaw Bro's. The business has been highly successful down to the present time. No firm are more highly esteemed in the United States, no trade better managed.

Mr. Brokaw considers his success due to the fact that his business has been most diligently conducted, that the goods purchased have been of the best quality, and the productions of the firm constructed with the greatest possible care and attention. He believes that the great success of any undertaking is accomplished by the greatest energy and most eternal vigilance as to details.

In political faith Mr. Brokaw has always been a staunch Republican. He has always preferred service in the ranks, however, and although well fitted by character and ability for positions of trust and honor, he has firmly declined several which have been offered to him. Other positions of prominence and places upon boards have also been refused by him, because he has always preferred to devote his time and attention to carrying on his own particular business. He is a member of the Union League club and of The Huguenot Society of America, and was for many years an officer in the late Dr. Howard Crosby's Church, which he attended for many years. Mr. Brokaw, although not having held any political office, nevertheless has always taken the keenest interest in public affairs and municipal government, and has allied himself with the side of truth, justice and honest government at all times. He is a firm believer in charities and religious work, many institutions owing their origin and advancement to support received at his hands. The Bethany Mission of Dr. Kittredge's church and the Brokaw Memorial at Princeton are examples of his generosity.

HENRY D. BROOKMAN, merchant, a native of Bucksport, Me., died in Brooklyn, N. Y., Feb. 19, 1895. Bucksport is a shipping town, and Mr. Brookman's father was a merchant. The youth was led naturally into nautical and mercantile enterprises, and after an experience in his native place and in Boston, he came to New York in 1848 to open an office as a shipping and ship chandlery merchant. Having been joined by his brother John, the two men formed the firm of H. D. & John U. Brookman, in 1851, and for twenty-three years carried on a thriving business. They became large owners of vessels. The Civil War gave a rude shock to the maritime interests of America, and in 1864, the brothers went out of business. But both had gained fortunes, which they increased afterward by investment. He married Marion, daughter of John N. Prentice, warehouseman, and left three children, Henry Prentice Brookman, Mrs. Amory Carhart and Mrs. Philip Niles.

JOHN ULMORE BROOKMAN, shipping merchant, was born in Bucksport, Me., Nov. 25, 1830. His father, a Prussian by birth, settled in America about 1800. His mother came from an old colonial family. His education was finished at Wesleyan Seminary in Kent's Hill, Me. At the age of sixteen, he began life as clerk for his brother Henry, commission and ship chandlery merchant. In 1851, John was admitted to partnership in H. D. Brookman & Co., the style being changed in 1856 to H. D. & John U. Brookman. The brothers worked hard, gradually gained large interests in vessels and derived large profits, both from their store and in freighting cargoes.

between the continents of the world. In 1864, the firm dissolved, selling their vessels as rapidly as possible. Since then, Mr. Brookman has transferred his interests mainly to railroads and real estate. He is a capable, clear headed and successful man. At one time, he served in the directorates of The Evansville & Terra Haute, The Chicago & Eastern Illinois, The Louisville & Nashville and The Northern Pacific Railroads, but retired therefrom when he sold his stock. At present, he operates mainly in real estate and is aiding in the development of Tacoma, Wash. His wife, whom he married in 1856, is Sarah, daughter of Colonel Rowland Carlton of Sedgwick, Me.

CLARENCE BROOKS, varnish manufacturer, born in this city, Aug. 27, 1826, died in New York, March 25, 1891. His father was James Brooks, leather merchant, and his grandfather, an emigrant from England, is reputed to have introduced the art of tanning leather into this country. Clarence gained his education at Hubbs & Clark's High School in 4th street, and at the age of twenty-eight engaged in business with Tilden & Blodgett, varnish manufacturers. Having mastered the mysteries of the craft, and feeling competent to conduct business on his own account, he established in 1859 the firm of Brooks & Fitzgerald, afterward known as Clarence Brooks & Co., which latter name is yet retained. He was for upwards of forty years successfully engaged in this industry, and was always held in the highest regard. The factory stood at the corner of West and West 12th streets. He was married Feb. 22, 1849, to Maria Louisa, daughter of Jacob Bogert, and their two children are Ella Louise, wife of N. W. Anthony, and Warren Ward Brooks.

ELISHA BROOKS, merchant, born in Rye, Westchester county, N. Y., June 15, 1815, died in New York, Oct. 26, 1876. He was the son of Henry S. Brooks, clothing merchant, who founded in 1818 the great business, afterward carried on by Brooks Bro's. Elisha gained a sufficient education in the public schools, and in 1830 entered his father's store as clerk. He received a rigid business training, and being of the stuff from which great merchants are made, he proved so efficient that he became a partner in 1833. After the death of the senior Brooks, the business was continued by his five sons. Elisha represented the firm in financial matters and consequently became director and trustee in several banks, fire and life insurance companies, and other corporations. During the Civil War his firm filled large contracts for army clothing and made large profits. Two sons and four daughters survived him. He was a man of attractive and genial manners, unswervingly faithful, his word as good as his bond, public spirited, a stout Union man and a good citizen.

JOHN HAMIL BROWER, merchant, born on Gold street in Brooklyn, Aug. 12, 1801, died in New York city, June 15, 1881. He came from an old Dutch family, being a descendant of Jacob Brower and Amantie Bogardus, the latter a grand daughter of Aneke Jans Bogardus. His father, Adolphus Brower, followed the occupation of a ropemaker, married Elizabeth Baker, and served in the War of 1812. John left school at the age of twelve to become the clerk of Augustus Wyncoop, a large grocer and general merchant; and by strict, enterprising and unremitting attention to duty, he advanced from position to position until he became Mr. Wyncoop's confidential manager and finally his partner. Upon Mr. Wyncoop's death, the house was reorganized as Arthur & Brower. From about 1840, Mr. Brower managed the business alone and after 1844, under the name of Brower & Neilson. In 1848, with his son-in-law, Benj. B. Blydenburgh, he formed the firm of J. H. Brower & Co. At first, a grocer and mer-

chant in the West India trade, he extended his operations to insurance, commission and ship owning. The New York & Texas packet line was his venture and, at one time, fifteen vessels belonged to him and traded to all parts of the world. His ship *Harvey Birch*, named after the noted spy of the American Revolution, was the first vessel captured and destroyed by the Confederates during the Civil War. Almost the first merchant in the trade with Texas, he became the largest, and developed that field of commerce by his advice and operations. He was at one time Consul for Texas in the United States and among the first to extend credit to the business men of that region after annexation to this country. At the time of his death, he was the oldest merchant in the cotton trade and a prominent member of the Cotton Exchange. During his earlier life, he helped organize the 7th regiment of this city and held a captain's commission. While previously a director of The City Bank, The Bank of the Republic and The Commercial and The Union Mutual Insurance Co's, he resigned from these boards several years before his death and retained a place on the board of The American Fire Insurance Co. only. He was universally respected for his intelligence, high character and abilities. His wife, Ann S., daughter of George Duryee, died before him. Eight children were born to them, Mary E., now deceased, wife of Benjamin B. Blydenburgh; Elizabeth B., wife of Morgan L. Smith; Annie B., wife of Mason B. Browning; Maria P., wife of George W. McNeel; Susan R., wife of Joseph R. Pierson; Amanda E., wife of Thomas B. Hewitt; Kate M., who died in 1863; and Morgan L. S. Brower, who died in 1864 at the age of about thirty.

JAMES BROWN, banker, born in County Antrim, Ireland, in February, 1791, died in New York city, Nov. 1, 1877. He was the youngest son of Alexander Brown, linen merchant, who came to this country in 1798, and established a linen store in Baltimore and afterward a famous bank. The parent house of Alexander Brown & Sons having resolved to put forth branches in various parts of the world, James was sent to New York in 1825 to establish the house now known as Brown Bro's & Co. While their father lived, all the Brown brothers frequently resorted to Baltimore for advice and consultation. James Brown became one of the representative bankers of New York. In the panic of 1837, the English branch of the firm was able to secure a loan of \$10,000,000 from the Bank of England, which enabled the local firm to weather the financial storm without suspension, and placed them in the front rank of the bankers of the world. The house has branches in Baltimore and Philadelphia in this country, under different names, and in England under the name of Brown, Shipley & Co. For fifty years a member of the Chamber of Commerce, Mr. Brown was at the time of his death the third oldest member, his seniors being Wm. F. Cary and Caleb Barstow. His first wife was Louisa, the daughter of Rev. Joel Benedict, of Plainfield, Conn. Their three daughters were Mrs. Alexander Brown, of Richmond Hill, England, Mrs. Howard Potter, and Mrs. James Cooper Lord. From his second marriage, to Eliza, daughter of the Rev. Dr. Coe, of Troy, two children were born, John Crosby, and George H. Brown, both of whom became members of their father's bank. One other son, Clarence S. Brown, died early in life. Mr. Brown was noted for public spirit and benevolence, and for a desire to avoid having his good deeds brought into public notice. His disposition was frank, generous and charitable.

JAMES MUNCASTER BROWN, banker, born in Baltimore, Md., Dec. 8, 1820, died at Manchester, Vt., July 19, 1890. He was of Irish descent, and a son of

Stewart Brown, well known in Baltimore in former years. When a young man, he entered the bank of Alexander Brown & Sons of Baltimore, remaining with the firm until 1844, when he came to New York to join the firm of Brown Bro's & Co., here. He was identified with this great firm the remainder of his life, being at his death the senior partner, and always active in the management. Mr. Brown lent his energies and influence in a marked degree to the furtherance of benevolent and Christian institutions in this city, and was president of The New York Hospital and vice-president of The American Bible Society. He supported The Society for the Prevention of Cruelty to Animals, and succeeded Henry Bergh as its president. An earnest advocate and supporter of The Young Men's Christian Association, he also promoted other charitable organizations. A sturdy, judicious, sound man, he was for many years president of the Chamber of Commerce, an election to that office being the highest compliment the merchants of this town can bestow. He never held public office, but took part in a quiet way in movements to promote municipal reform. By his marriage with Julia E., daughter of the late Waldron B. Post, he had four children, Waldron P. Brown; Ellen Whipple Brown; Julia Elizabeth, who married James Taylor Soutter; and Mrs. Sarah Elizabeth, wife of Anson W. Hard.

JOHN L. BROWN, contractor, born in Vermont in 1805, died in New York, March 29, 1875. A poor boy, he was obliged to go to work, with scanty education, early in life, as a blacksmith. But brains, good character and perseverance enabled him to make his way as well as many of the collegians. He came to New York about 1845, and engaged in the manufacture of platform and other scales for weighing. He subsequently undertook construction work, and pushed ahead until he ranked as one of the largest contractors of New York city. For a time partner of Charles Guidet, he helped build a portion of the Brooklyn Water Works. In 1863, in company with William Devoe and Shepherd L. Knapp, Mr. Brown obtained a contract to clean the streets of New York city for ten years. A year later, the contract was sold to Judge Whiting, who, in turn, sold it three years later to Mr. Brown, who held it until 1872, and then disposed of it to the Police Commission. In 1868, he contracted to grade Central Avenue from Macomb's dam to the Yonkers township line, and accomplished the work in two years. He built the high service tower at High Bridge, which is employed to pump Croton water to the elevated parts of the city, and also contracted for laying the water mains, six feet in diameter, from 92d street for a long distance towards High Bridge. When The Long Island Bridge Co. was formed, with a view to bridge the East River at the lower end of Blackwell's Island, he was made its president. He retired from active business in 1872. A son was his only child.

WALSTON HILL BROWN, contractor and banker, born in Cincinnati, O., June 6, 1842, is a son of Augustus J. Brown, lawyer, who removed from Bangor, Me., to Cincinnati and became a partner there of General Nat. McLean for many years, removing in 1852 with his family to New York. Walston graduated from Columbia College in 1864, and was admitted to the bar in 1868. He never practiced, however. In 1869, his father and he founded the banking firm of Augustus J. Brown & Co., in New York, succeeded in 1877 by Walston H. Brown & Co. This house is yet in existence. Early in his career, Mr. Brown was drawn into railroad building as a contractor. As a member of the firm of Merriam & Brown, he aided in building in 1870 The Sioux City & St. Paul Railroad, and was a member of a committee comprising David Dows, H. H. Por-



Geo. A. Rowing

ter and himself to reorganize The West Wisconsin Railroad and create the present Chicago, St. Paul, Minneapolis & Omaha Railroad system. He was a member of Brown, Howard & Co., who built the reorganized and extended Lake Erie & Western, The Toledo & Ohio Central, The Peoria, Decatur & Evansville, The Buffalo, Rochester & Pittsburgh, The New York, Chicago & St. Louis, and The Duluth, South Shore & Atlantic Railroads. In the firm of Brown, Thomas & Co., in which General Samuel Thomas is a partner, which in 1887 succeeded Brown, Howard & Co., he took a contract from the corporation of New York to construct one half the Croton Aqueduct for over \$12,000,000. He was secretary of The Sioux City & St. Paul Railroad for several years, managing director of The Ohio Central for two years, and receiver and president of The Cincinnati, Jackson & Mackinaw Railway for five years. In 1889, he married Eva, daughter, of Robert G. Ingersoll, of New York, and their children are Eva Ingersoll Brown and Robert Ingersoll Brown. His clubs are the Union League, Down Town and Riding, and The Ohio Society, and a seat has been given him in The Chamber of Commerce also.

JOHN HAZARD BROWNING, a prominent merchant of this city, was of the sixth generation in descent from Nathaniel Browning, who came from England in 1645 and settled at Warwick, R. I., where he purchased a piece of land from the Indians for three pounds of wampum.

The Browning family were, down to the fifth generation, Quakers.

The father of John Hazard Browning was William T. Browning, who married Catharine Morey, Dec. 29, 1794, the father of the latter living at Newport, R. I., where he owned ships engaged in the West Indies trade and was considered wealthy for those times. After his marriage, he moved to North Stonington, Conn., and bought a farm a few miles east of the village of Preston City.

Upon this farm, the subject of this sketch was born, July 21, 1801. When very young he met with an accident by falling down a well, some forty feet deep. The well was dry of water at the time, so that he ran no risk from drowning, but the fall broke one leg in two places and made a gash in his forehead and a scar which he carried until the time of his death. The village physician insisted that the broken leg should be amputated, but the boy's heroic mother would not consent, and by her care and attention the limb was saved and became perfectly well, so as to leave no mark of the injuries in after life. The lad went on crutches for several years, or until he was fourteen years old.

He was brought up on his father's farm, attended the district school and received a common school education. He made his first start as a teacher in the same school in which he had been educated. While there, he met the lady who afterward became his wife, Miss Eliza Smith Hull, a daughter of Colonel John W. Hull, who was a farmer and bank president, living in the neighborhood. They were married Sept. 21, 1829.

The first business venture of the young man, at his own risk, was a general store at Middletown, now North Stonington, Conn., where he dealt largely in yarns, produce and merchandise, carrying his yarns by wagon to the mills at Providence. About 1830, he removed the business to New London, Conn., where he conducted a general store for a few years. Leaving this place, he came to the city of New York in the latter part of 1833, and started in the wholesale dry goods business under the firm name of Browning & Pomeroy, afterward Browning & Hull, and then Browning, Hull &

Marsh. He continued in the wholesale dry goods business until 1848, being widely known and thoroughly respected among the substantial merchants of the metropolis.

In the days of the California excitement, Mr. Browning started a general store near the mines, in company with two partners, he taking charge of the business in this city, his partners at the mines. Very shortly afterward, they removed the store from the mines to the city of San Francisco. The partnership was entitled Jennings & Brewster. Both these men were prominent merchants of New York city. The store in San Francisco was carried on until 1860, when Mr. Browning withdrew from all active business, except that he remained a special partner in the firm of Hanford & Browning, the Browning of this firm being his eldest son, William C. Browning. In politics, he started as an "old line" Whig, afterward identifying himself with the Republican party. He was present at an historic abolition meeting in the Broadway Tabernacle, then located in Pearl street, one of the first ever held in this city, and at which a riot occurred on the assembling of the meeting. He seldom entered into politics more than to cast his vote, always applying himself closely and energetically to his own extensive business. In early life he joined the Presbyterian Church, but afterward united himself with the Reformed Dutch Church, in which he held a prominent position until the time of his death. In 1865 or 1866, he formed a syndicate for the purchase of The Shelby Iron Co., in Alabama, whose works had been destroyed by Sherman's army during the war. This proved a very valuable investment. He afterward started a similar industry in Cedartown, Ga., where he possessed large interests. He died March 21, 1877, leaving three children surviving: William C. Browning, of the firm of Browning, King & Co., New York city; Edward F. Browning, and John Hull Browning, president of The Northern Railroad of New Jersey.

Mr. Browning was an excellent example of the self made men of the United States. Early acquaintance with the difficulties and trials which young men encounter, developed in his own character the qualities of humanity and sympathy; and he was noted at all times during life for his liberal spirit and generous nature.

WILLIAM CHARLES BROWNING, dry goods merchant, born in New York city, Nov. 13, 1833, is a son of the late John Hazard Browning, merchant. The young man was educated in his native city. He began business life as a boy in a broker's office, remaining there a little over one year, when he became associated with his father for seven years. In 1858, he formed the firm of Hanford & Browning, succeeded in 1863 by Wm. C. Browning & Co., in which latter firm he associated himself with two brothers. In 1868, the partners established the firm of Browning, King & Co., to represent the manufacturing and retail interests of their clothing trade, their wholesale business being carried on in Chicago under the name of Henry W. King & Co. At the present time, they are the largest manufacturers of clothing in the world. They have retail branches in Chicago, St. Louis, Milwaukee, Cincinnati, Philadelphia, Kansas City, St. Paul, Omaha, New York (Harlem), Minneapolis, Brooklyn, Boston, Lincoln, Providence and Cleveland. The firm made large contracts for army clothing during the war, and were pioneers in the method of bringing their material at manufacturer's prices directly to the consumer through their retail houses. Sound in judgment, able in enterprise, Mr. Browning ranks among the leading merchants of this generation. He is a director of The Mercantile National Bank, vice-president of The Northern Railroad of New Jersey, and a large owner in The Cherokee Iron Co. of Cedartown, Ga. In 1861, he

married Adelaide a daughter of John D. Scott, and their children are John Scott, William Hull and Henry King Browning. He belongs to the Union League and Merchants' clubs and is a member of The New England Society.

GEORGE BRUCE, type-founder, a native of Edinburgh, Scotland, was born July 5, 1781, and died in New York city July 6, 1866. Coming to America while a young man, he first learned the bookbinder's trade, and then apprenticed himself to Thomas Dobson, a printer in Philadelphia. In 1798, Dobson's office was burned down and yellow fever broke out, whereupon both George and his brother David left the city. George had yellow fever at Amboy, but recovered. He worked at the printer's trade in Albany for a short time, and then came back to New York. In 1803, he was foreman of *The Daily Advertiser*, and in November became printer and publisher for the proprietor. In 1806, David and George opened a book publishing office at the corner of Pearl street and Coffee House Slip. Industry and excellent work brought them plenty of orders. In 1809, removing to Sloat Lane, near Hanover Square, they had nine presses in operation, and published occasionally on their own account. In 1812, David went to England, and brought back the secret of stereotyping. The brothers introduced this process in this city, being compelled to cast their own type, so as to give it a deeper shoulder. They invented various appliances to aid in stereotyping, and in 1816 gave up publishing to start a type foundry. George gave his attention to type founding, David his to stereotyping. When, in 1822, David's health failed, the partnership was dissolved, and George soon gave up stereotyping for type founding, pure and simple. In this trade he made reputation and a fortune. With his nephew, David Bruce, jr., he invented the only type-casting machine that has stood the test of time, and brought out many new and beautiful styles of letters. Mr. Bruce was shrewd, but benevolent, unflinching in his integrity, and prompt and decided in character. He was president of The Mechanics' Institute for many years, and of the Type Founders' Association. Type founding and careful investments in real estate brought him a fortune.

WILLIAM BUCHANAN, manufacturer, a native of Edinburgh, Scotland, was born June 10, 1828. He comes from a notable family, whose names are recorded in the Register's Office, established in his native city in 1745. His father was Peter Barnett Buchanan, born in Dunfermline, Scotland, Dec. 8, 1807, who was educated at Haxton's School under the tutorship of the late Rev. E. Hawley, chaplain of the New York State Senate. His mother, Isabella Cockburn, was born in Edinburgh. Mr. Buchanan is the heir at law of the late James Buchanan, Councillor of the Sixth Ward of Edinburgh for about thirty years, whose widow enjoys his large fortune. His uncle, William, served as British Commissary General of the Mauritius Isle of France for about thirty years, and his grandfather was the W. B. of the story of the "Mysterious Disappearance" in Wilson's "Tales of the Borders."

William received quite a cosmopolitan education, having studied successively in the schools of Scotland, Ireland and Canada, and then, through an introduction from John Sparrow, the great timber merchant of Waterford, Ireland, he got a situation as clerk in the Montreal branch of the great shipping house of Pollok, Gilmour & Co., where he busied himself with ships and cargoes for six years. In 1853, it pleased His Excellency, Lord Elgin, to appoint Mr. Buchanan second lieutenant in the Montreal Rifles. Mr. Buchanan then decided, much to the regret of his employers, to remove to the metropolis of the United States, and Mr. Gilmour told him that if he should ever



Mr Buchanan

return to Montreal the best position in the house would be open to him. Coming to New York in 1853, the young man went on in the shipping business, as clerk for Francis McDonald, whose interests are now merged in the Anchor line, Wallace, Wicks & Co., and Stanton, Sheldon & Co., all well known and influential merchants. Owing to the fact that he never attempted any task which he did not possess the power to perform, and to the additional fact that nature had endowed him with the faculty of throwing his whole soul into every undertaking, Mr. Buchanan is not conscious of ever having had any early struggles in life, because success rewarded him from the start. An illustration of the good will which followed him to New York, is afforded by the circumstance that Gilmour & Co. commissioned him to execute many orders for their firm during one or two years here. One of these orders, which was for tobacco, finally drew his attention to the possibilities of that trade.

In 1858, with such resources as he could command, he began the manufacture of tobacco in Brooklyn, in partnership with the late W. W. Huse, under the style of Huse & Buchanan. Two years later the firm dissolved, and David C. Lyall, a brother-in-law of Mr. Buchanan, was then in 1860 admitted to partnership under the name of William Buchanan & Co. The most harmonious relations existed between these two men, and they spent thirty-two years in cordial co-operation and successful enterprise, the most of the time under the name of Buchanan & Lyall. The junior partner died in 1892. His interest remains in the business, however, and the old name is retained. The firm operate a factory at Brooklyn, and they also own the Planet mills in Brooklyn for the manufacture of hemp carpets, yarns and binding twine, and now enjoy an extended and prosperous trade.

Mr. Buchanan was united in marriage, March 4, 1858, with Adele Jaclard, of New York. Two children were born to them, William and Clara. After the death of his wife, Mr. Buchanan married again, June 2, 1863, Mary Josephine Pise, of Brooklyn. This union has brought them one son, Charles Peter Buchanan, who is now a member of his father's firm.

Mr. Buchanan is a member of the Chamber of Commerce, and enjoys the reputation of an upright, driving and clear headed business man. Practical affairs necessarily engage his principal attention, but he finds time for the more pleasant side of life, which is to be found in the company of his family and occasional attendance at the houses of various social organizations to which he belongs. He is a member of the Union League, Manhattan, Tuxedo, New York Athletic, Down Town, New York Yacht and New Rochelle Yacht clubs.

EDWIN BULKLEY, paper merchant, born in Southport, Conn., Dec. 2, 1817, died in that town, July 7, 1881. He came from old Non-conformist stock, his ancestor, the Rev. Peter Bulkley, having settled in Massachusetts in 1635 to enjoy freedom of conscience. The youth grew up with a fair amount of schooling and a large inheritance of health and brains. In 1837, he became one of the founders of the paper firm of Cross, Bulkley & Goodkin, which was succeeded in 1848 by Bulkley & Bro., and in 1865 by Bulkley, Dunton & Co. His mercantile career was long, honorable and worthily successful. To extend his trade, he engaged in the manufacture of paper and in 1865, with Colonel Alvah Crocker of Fitchburg, and others, started a mill at Turner's Falls, Mass., a village which owes its origin to its water power. He was a large owner in The Montague Paper Co. and The Keith Paper Co., of that place, both noted for the

high quality of their productions, and a stockholder in The Winnipiseogee and The Russell Paper Co's, The Crocker Bank, and The John Russell Cutlery Co. He dwelt in Southport, Conn., and was a director of The Southport Bank there, and of The Bank of North America and The Standard Fire Insurance Co. here.

WILLIAM LANMAN BULL, stock broker, born in New York city, Aug. 23, 1844, is the son of Frederic Bull, and a descendant of that famous Jonathan Trumbull, Governor of Connecticut and friend of George Washington, to whom the nickname of "Brother Jonathan" was given. Mr. Bull's education was acquired in the College of the City of New York, and he began his business career as clerk in the banking house of Edward Sweet & Co. In 1867, he became a partner. This business was originated by Edward Sweet in Boston over forty years ago, and afterward removed to New York city. Mr. Bull is a brother-in-law of Mr. Sweet. The firm transacts an extensive business in stocks and the investment of money for foreign houses, and has been successful. Mr. Bull has been twice president of the New York Stock Exchange, and is a director of The Northern Pacific Railroad, The East Tennessee, Virginia & Georgia Railway and The Metropolitan Trust Co., and is also connected with The Atchison, Topeka & Santa Fé Railroad. He was married Feb. 15, 1871, to Tasie W., daughter of Henry R. Worthington, and his children are Frederic, Henry Worthington and William Lanman Bull, jr. Well bred, well educated, courteous and able, Mr. Bull enjoys a wide acquaintance in town, and is a member of most of the best clubs, including the Metropolitan, Century, Union, University, City, Aldine, Grolier, Racquet, Riding, Players' Church, Country, South Side Sportsmen's and Mendelssohn Glee clubs. By virtue of lineal descent, he is a member of The Sons of the American Revolution.

JAMES ABERCROMBIE BURDEN, manufacturer, born in Troy, N. Y., Jan. 6, 1833, is a son of Henry Burden, a Scot, who came to this country in 1819 and rose to eminence as a manufacturer. James was educated by private tutors in New Haven, and attended lectures in the Yale Scientific School and the Rensselaer Polytechnic Institute. Inheriting his father's inventive genius, he gained a practical knowledge of the business in his father's shops, where he first served as mechanical engineer and millwright. He advanced step by step until he became president of The Burden Iron Co., of Troy and New York. He has obtained eighteen patents for inventions of his own for machines used in the manufacture of iron, one of the most important being that for making horse and mule shoes, this machine producing seventy finished shoes per minute, punched with holes and prepared in every other way, ready for the horse's foot. In 1883, he became president of The Hudson River Ore & Iron Co., with mines in Columbia county, but resigned later on account of ill health. His iron foundries and machine shops give employment to three thousand men. In 1891, he married Mary, daughter of Richard Irvin, of New York. Their children are James A., Richard Irvin, Williams Proudfit and Arthur Scott Burden. He makes his home in New York city about half the year. He has declined nominations as Mayor of Troy, Member of Congress, and other offices, but has been twice a presidential elector on the Republican ticket. He is a member of The American Institute of Mining Engineers, president of The Society of New York Farmers, and member of the Union, Metropolitan, Engineers', Union League and Riding clubs, and of several scientific societies in Great Britain, and one of the influential supporters of the annual Patriarchs' Ball.

JOHN BURKE, agent for the Guinness ales and porters, born in County Galway, Ireland, Aug. 7, 1829, died Feb. 4, 1892. He was a son of the Rev. John Burke. The boy received an excellent education, although never sent to college. He studied law under private tutors, but did not practice, joining instead his brother Edward in distilling liquors. After mastering the details of business, he went into partnership with his brother, and helped found the now well known firm of E. & J. Burke, of Dublin, whose Irish whiskey soon became known all over the world. Later, the firm began the bottling of Bass's ale and Guinness's porter. Both men were energetic and shrewd and met with great success. They maintained branches in Liverpool, New York and Australia, and finally transacted so large a trade with America that, in 1859, John Burke came to New York to take charge in this country, under the name of The E. & J. Burke Bottling Co. The parent house finally took the name of E. & J. Burke, Ltd. Edward Burke died about 1889, leaving his entire fortune to John. The latter built the Burke pavilion at the Orange Memorial Hospital in honor of Edward's memory, at a cost of \$30,000, adding \$16,000 as well as \$10,000 for the Hospital afterward. John Burke was a man of warm feelings and generous nature, and gave largely to public and private charities. He was twice married, his second wife being Elizabeth West, daughter of the Rev. John Watson, of Orange. His children were John Burke, jr.; Mrs. Moor, a resident of England; Edward F., Mabel and Edith L. Burke.

THOMAS BROWNELL BURNHAM, manufacturer and social leader, was born in New York city, Jan. 30, 1866. He descends from an ancient and distinguished family, which traces its lineage directly back through English history to Walter Le Ventre, who came from Normandy to England with William the Conqueror. The family was planted upon the shores of the new world by John Burnham in 1635 and bore its part in subduing the red man, bringing the wilderness under cultivation, and creating upon the Western Continent the most progressive nation in the world. Captain Benjamin Church, one of Mr. Burnham's ancestors, was active in the war with King Philip's Indian tribe. Jedediah Burnham, his grandfather, was a land holder and farmer.

Gordon Webster Burnham, his father, was a remarkable man. Born upon the farm in Hampton, Conn., March 20, 1803, and dying in New York city, March 18, 1885, he devoted over fifty years of his life to large and successful operations in the field of manufacturing industry. Leaving home at the age of fifteen and gaining an acquaintance with practical business in various employments, during a part of the time being a merchant on his own account at Waterbury, Conn.; he entered the firm of Benedict & Co., in Waterbury, Conn., manufacturers of brass and copper utensils, in 1832. In 1834, in partnership with Mr. Benedict, he established what became The Benedict & Burnham Manufacturing Co., the largest manufacturers of brass and copper appliances and fixtures in the United States, if not in the world. In 1836, Mr. Burnham established a depot of supplies in New York city, and, the venture meeting with success, he removed to this city permanently in 1837. A house was also established in Boston. When the New York house was dissolved in 1863 and that at Boston in 1867, Mr. Burnham found himself the possessor of a large fortune. Meanwhile, he had promoted other industries and had become president of The Waterbury Clock Co., The Waterbury Watch Co., The Waterbury Brass Co., and The American Pin Co. He was an ardent admirer of Daniel Webster, and, in 1876, presented to New York city the impressive bronze statue of Webster, heroic size, which was erected in Central



J. B. Burnham

Park. To Bishop Brownell, of Connecticut, he also erected a bronze statue in Hartford; and his own monument in Greenwood, built before his death, is one of the finest in that beautiful cemetery. Mr. Burnham was twice married, first to Ann Griswold Ives, of Meriden, their son, Douglas W. Burnham, surviving him. Twenty years later, he married Mary Louisa, daughter of Bishop Brownell, of Connecticut, and their son is Thomas Brownell Burnham.

Thomas Brownell Burnham was carefully educated by his parents and prepared for Harvard College, but did not enter. He has since found occupation mainly in the supervision of the large fortune bequeathed to him by his father and of various Connecticut industries with which he is connected. He is a director in The Benedict & Burnham Manufacturing Co., Holmes, Booth & Haydens, brass manufacturers, and The Waterbury Watch Co., all of Waterbury, Conn. He is also a large stockholder and director in The Sixth Avenue Railroad of New York city. Mr. Burnham leaves to competent subordinates the details of management of the properties with which he is connected, and spends much of his time in foreign travel and open air recreation.

A courteous address, a fine mind and hospitable nature render him a favorite among refined people; and he is conspicuous in the social interests of New York city and those which centre at Tuxedo, and in the Union, Manhattan, Tuxedo, Racquet, New York Yacht, and Westminster Kennel clubs, of which he is a member. He was married in 1885 to Agnes, since deceased, daughter of Henry Havemeyer, of this city, and has one son, Gordon Le Roy Burnham.

CALVIN BURR, merchant, born in Hartford, Conn., Dec. 15, 1789, died in New York city, Jan. 17, 1887. He was a son of Joseph Burr, at one time a wealthy man, who, however, lost his means and left his children in poverty. Calvin began life with few advantages and roved around the world for many years, engaging in various occupations. At different times he conducted business in Albany, Cazenovia and Ludlowville, N. Y., meanwhile serving in the War of 1812. About 1847 he came to New York city, with considerable means, and invested his money in real estate in New York and South Brooklyn with such good judgment that the subsequent appreciation in value brought him large wealth.

HENRY AARON BURR, manufacturer, born in Canaan, Columbia county, N. Y., in 1810, died in New York, Dec. 25, 1884. His father was a first cousin of Aaron Burr, and his grandmother a sister of Jonathan Edwards. Educated in the local schools of the village, Henry showed a great inclination for historical and scientific books from boyhood. After service for several years as clerk in a store at Athens, N. Y., he came to New York city in 1831. Finding employment as bookkeeper in the hat store of Elisha Bloomer, he served there for five years, and then opened a hat store on his own account. In 1845 he began to experiment with hat-making machines, finally obtaining a patent and beginning the manufacture of hats. His invention was eminently successful, giving him a virtual monopoly of the industry until his patents expired in 1872. Large means accrued to him from his trade, through the investment of which he became a director of The Mechanics' National Bank and The Lorillard Insurance Co., and a Trustee of The Metropolitan Savings Bank. He was one of the members of the Union League club, The New York Historical Society and The American Institute, and for seventeen years president of the board of trustees of the volunteer fire department. He took an active part in forming military companies,

including the Ellsworth Zouaves, and sending them to the front during the war. He left two daughters, Mary Eloise, wife of Frank D. Harmon, and Emma Louise, wife of Cornelius H. Van Ness.

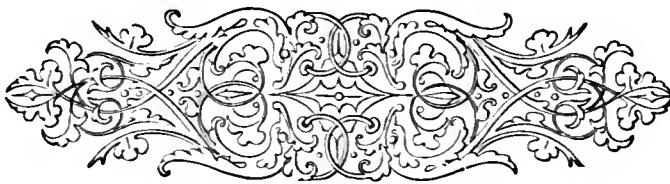
COL. JAMES BURT, broker, born in Albany, N. Y., Aug. 15, 1836, died in New York city, July 6, 1892. A descendant from Puritan stock, he was a son of Thomas M. Burt, once one of the proprietors of *The Albany Argus*. The emigrant ancestor, Henry Burt, settled in Roxbury, Mass., in 1637. James graduated from Union College in 1854, engaged in business, and for many years conducted a sugar brokerage business, at 44 Pine street, in this city, with great success. Although not a military man, he gained the title of Colonel by appointment on the staff of Gov. Fenton in 1866, as Commissary General of New York. Service as Assistant Appraiser of this port, 1869-73, rendered him an expert in the dutiable values of imported sugar. A faithful and religious man, he attended the Church of St. Mary the Virgin, helped found the Church club, and was treasurer of both. He also joined the Grolier and Commonwealth clubs. Col. Burt was married Oct. 18, 1865, to Euretta, eldest daughter of the late Covington Guion, of Kinderhook, N. Y., who survives him, with two daughters.

THERON R. BUTLER, merchant, born in Poughkeepsie, N. Y., in 1813, died in New York city, Jan. 19, 1884. In 1828, while yet a lad, he went to Ohio, and engaged in mercantile pursuits for several years. He returned to New York city in 1843, and entered the dry goods trade, first as junior partner in the firm of Avery, Hilliard & Co., of which he subsequently became the head. For about twenty years he carried on a prosperous trade. In 1865 he was chosen president of The Sixth Avenue Railroad Co., retaining that position until his death. He served for many years in the directorate of The Erie Railroad Co., and was interested in other roads. In 1848 he married Maria Miller of Ohio, who, with one daughter, the wife of Rev. H. M. Sanders, survived him. Mr. Butler entertained a strong liking for fine paintings, of which he made a large collection, including excellent examples of many famous European painters.

WILLIAM ALLEN BUTLER, lawyer, born Feb. 20, 1825, is a native of Albany, N. Y., and a son of Benjamin Franklin Butler, one of the revisers of the Statutes of New York, and Attorney General in the Cabinets of Presidents Jackson and Van Buren. He traces his family line back to Jonathan Butler, of Saybrook, Conn. His grandfather, Medad Butler, was the first judge of Columbia county, N. Y. The maternal line originated in Nantucket, Mass. Mr. Butler studied at the Albany Academy and in a private school in Georgetown, D. C., and graduated from the University of the City of New York in 1843. He began practice, with his father, in New York city, in 1846. In 1849, he formed a partnership with Hiram Barney, afterward Collector of the Port, and later became head of the law firm of Butler, Stillman & Hubbard, leading commercial and corporation lawyers. Mr. Butler has argued many important cases before the United States Supreme Court. Engrossed in his profession, he has never held civil office except as a member of the Commission on Cities, appointed by Gov. Tilden, but has been president of The American Bar Association and The Bar Association of the City of New York. Mr. Butler is a man of cultivated tastes and is often seen in many of the best clubs in town, in which he is a member, including the Century, Union League, Grolier and Lawyers'. He is a trustee of The Central Trust Co. and The Lenox Library and member of the council of the University of the City

of New York. March 21, 1850, he was married to Mary R. Marshall, and their children are William A. Butler, jr., Howard R., Charles H., George P., Arthur W., Mary M., Harriet A. and Margaret C. Butler. His published writings include "Nothing to Wear" and other poetical works, many addresses and "The History of the Revision of the Statutes of New York."

GEN. DANIEL BUTTERFIELD, soldier and banker, was born in Oneida county, N. Y., in 1831, and is a son of the late John Butterfield, one of the originators of The American Express Co., who aided in building the first telegraph line from New York to Buffalo and was president of the overland mail enterprise to San Francisco. His maternal grandfather, Gamaliel Olmstead, was a soldier of the American Revolution. Graduating from Union College in 1849, the future soldier studied law, but was too young for admission to the bar, and entered business life instead. When the Civil War broke out, as Colonel of the 12th N. Y. Militia, he tendered the services of his regiment and himself to the Government and took his command to the front. Thereafter, he served with distinction and chivalric courage, rising to the rank of Major General, taking part in the campaigns in Virginia and all the battles of the Army of the Potomac, until wounded at Gettysburg in 1863. Later he served in Tennessee and the heavy fighting of the Atlanta campaign. Upon his return to the North, he resumed business pursuits. Latterly he has been engaged in banking. His wife is Julia L. Safford, widow of the late Frederick P. James. Gen. Butterfield is president of The National Bank of Cold Spring on the Hudson. He is a man of courteous manners, fine presence, and high character, and a member of the Union, Church, Sigma Phi and Union Alumni Clubs, and of the Loyal Legion and the Sons of the Revolution.



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HUGH NESBITT CAMP, manufacturer, was born Oct. 14, 1827, in the village of Livingston, N. J., about ten miles from Newark, at the house of his maternal grandfather, Calvin Ely. In the following December he was brought to New York by his parents, and New York has been his home ever since. His parents were Isaac Brookfield Camp and Jeannette Ely, both natives of New Jersey and children of neighboring farmers. Beginning life at fourteen, he was employed in various ways until 1843, when he entered the counting house of James A. Edgar, then of the firm of Booth & Edgar, commission merchants. In March, 1854, at the suggestion of Francis Skiddy, his lifelong and much loved friend, he formed a partnership for sugar refining in Bristol, R. I. With \$40,000 capital, loaned to the new concern by Francis Skiddy, Booth & Edgar, and William Platt & Sons, of Philadelphia, the firm of Camp, Brunsen & Sherry engaged in business and were highly successful. Within a year they repaid their borrowed capital, and for fourteen years fortune smiled upon them. In 1868, the firm dissolved, Mr. Camp buying the interest of Messrs. Brunsen and Sherry, and forming a new partnership, taking as partners George Robertson, one of his salesmen, and William McK. Chapman, under the name of Hugh N. Camp & Co. During the war many competitors came into the field, over-production followed, and Mr. Camp succumbed in 1870. He prepared to resume, but finally concluded that the real estate business offered a greater opportunity, and he opened an office in Pine street, as broker and auctioneer, and met with success far ahead of his expectations. In 1880, he began buying and selling on his own account, paying especial attention to lands in the 23d and 24th Wards. In these dealings he has been successful. He is also and has been for many years largely interested in lead mining in Missouri, and in the cement business in Pennsylvania. In 1854, Mr. Camp married Elizabeth Dorothea McKesson, daughter of John McKesson. Of their eight children, six are living—Edward B., Maria Lefferts, who married Perry P. Williams; John McKesson, Fred. Edgar, Alice Emily, and Hugh Nesbitt Camp, jr. Their home has been since 1861 at Morris Heights, where in 1863 he built "Fairlawn." In 1880, Mr. Camp was appointed by Mayor Edson, one of the Committee of Seven, to inquire as to the necessity of an additional supply of water for this city. From the action taken at that time, the citizens of New York are indebted for the magnificent supply of pure water it now has. Mr. Camp has been trustee of The Mutual Life Insurance Co., director of The Mechanics' National Bank, The Continental Trust Co., The Title Guarantee & Trust Co. (and vice-president of the latter), and The Twenty-third Ward Bank; and trustee of Clinton Hall Association, of which he was secretary about thirty years, The Skin and Cancer Hospital, and The House of Rest for Consumptives. At present he is treasurer of The St. Joseph Lead Co., The Doe Run Lead Co., The Mississippi River & Bonne-Terre Railroad, trustee of several charities and a member of The Chamber of Commerce. His clubs are the Century, Union League, Grolier, Church, Republican and City. In politics Mr. Camp is a staunch Republican, and has been since 1859.

FELIX CAMPBELL, merchant and banker, a native of Brooklyn, N. Y., where he is a resident, was born in 1829, of Scotch-Irish parentage. He left the public schools

at the age of twelve, to learn the trade of printer in the office of *The Brooklyn Daily Eagle*, and followed this calling for several years in Brooklyn. In 1848, he entered the factory of Walworth, Nason & Guild, No. 79 John street, New York city, to learn steam heating and engineering. Having mastered the art, he was made foreman at the age of twenty-two, and held this position for ten years, leaving only to go into business for himself. The old firm having removed to other quarters, he hired the old place on John street and established himself in business. A few years later, he purchased the building and has carried on the business there successfully down to the present time. Mr. Campell is a Democrat, and has been selected by his party for public position. At twenty-three he was elected to the Board of Supervisors of Kings county, and, although the youngest member, was chosen president of the body. He was a Fire Commissioner during the volunteer days, and, under appointment by Governor Tilden, in 1876, a member of the Centennial Committee. For twelve years a member of the Brooklyn Board of Education, he was, in 1884, elected member of Congress from the Second District of Brooklyn, being re-elected three times in succession, and ceased to represent Brooklyn at Washington only upon his positive refusal to accept a fifth nomination. While in Congress, he procured an appropriation of nearly \$1,500,000 for the new Brooklyn Post Office. The building is probably the only building of its class in this country completed under its original appropriation. As a private individual, Mr. Campbell has done much to promote the efficiency of the public schools. He is president of The People's Trust Co. and The Brevoort Savings Bank and a director of The American Bank Note Co., The Union Ferry Co., The Brooklyn Art Association, and other important institutions.

GEORGE W. CAMPBELL, manufacturer, born in 1813, died June 4, 1893. In 1851, with about \$30,000 of joint capital, George A. Thayer and he engaged in the useful and lucrative industry of manufacturing linseed oil in the firm of Campbell & Thayer. For twenty years prior to his death, the firm ranked among the best known manufacturers of this commodity in the country. Mr. Campbell never slept over his business affairs. He was keenly alert, and drove his trade with great energy, and, having attracted attention and commendation, became by election a director in The National City Bank and several insurance companies. The married life of Mr. Campbell and Virginia W., his wife, was a happy one. There were born to them ten children—Euphemia; Moses T. Campbell, now deceased; Samuel, George W., Allen W., Catharine, Harriet, Eliza S., Helen K., and Jane Allen Campbell.

RICHARD L. CAMPBELL, merchant, who died while at sea, Feb. 3, 1884, in the forty-fifth year of his age, was a lifelong resident of New York. He was sent to school at White Plains, but did not go to college. His first important business connection was with John H. Hall and Augustine Smith, merchants and manufacturers of paper. Starting in early life, he continued a member of this firm until a short time before his death, when failing health compelled his retirement. He owned a large interest in The Chelsea Paper Manufacturing Co., and was a member of the Union League club, but refrained from outside business ventures, devoting his whole time to his business. He married a sister of Henry E. Coe, who, with two daughters, survived him.

SIR RODERICK WILLIAM CAMERON, shipping merchant, born in Glengarry county, Canada, July 25, 1825, and educated in a district school in Kingston, came to New York city in 1852 to charter a ship, in which a party of young Canadian adven-

turers were to make a voyage to Australia. The venture proved a success and the future knight decided to establish himself in this city in business as a shipping merchant. Although a novice, he succeeded so well that within the first three years he dispatched to Australia more than 3,000 emigrants and several thousand tons of American products, and since then has carried on a commission business with success. In 1870, he admitted to partnership his clerk, William A. Street, then adopting the title of R. W. Cameron & Co., which is yet retained. The firm have branches in Sydney, N. S. W., and in London. Although an ardent admirer of the American Republic and at one time, in 1861, a Union volunteer in the 79th Regiment, Sir Roderick has always remained a British subject. He was knighted in 1883 for his services as an honorary commissioner from Australia to the World's Fair of Philadelphia in 1876, and Paris in 1878, and from Canada to those at Sydney and Melbourne in 1880 and 1881. The same honor was bestowed upon his ancestor, Sir Roderick Ivor McLeod, by King James in 1713. Sir Roderick is a member of the Metropolitan, Tuxedo, Knickerbocker, Down Town and New York Yacht clubs and of various clubs in London. He was married first to Miss Cumming in Quebec, who died in 1859. In 1861, he married Miss Leavenworth, of this city, by whom he has had seven children.

JOHN CAREY, capitalist, born in London, England, May 21, 1821, died in New York city, April 2, 1881. He came to this country when nine years old, with his father, John Carey, who died in 1880. Graduating with honor from Columbia College, where he had for a classmate John Jacob Astor, he studied civil engineering, and practiced it with success until, in 1850, he married Mary Alida, second daughter of William B. Astor. Shortly after this, he retired from business, devoting himself exclusively to the management of his own and his wife's property. About this time, he purchased the estate in Newport, R. I., known as Grassland, at the corner of Narragansett avenue and Spring street. For several years he dwelt in Europe, spending most of his time in Germany, where his children were being educated, and thereafter lived in New York in the winter season and in Newport in summer, being conspicuous in social life.

THOMAS FAIR CARHART, merchant, born in 1827, in Warren county, N. J., died in White Plains, N. Y., Dec. 6, 1882. He was a descendant of early Dutch settlers of New Jersey. After an education in private schools, he entered business life as early as 1848, in Newark, N. J., and carried on a trade in clothing in that city, New Orleans and, after 1854, in New York city, until his death. By careful cultivation of the qualities which ensure progress, and the possession of a good mind and character, he achieved distinct success. In 1858 he married Marie Louise, daughter of Lewis Castera, a leading lawyer of New Orleans, and dwelt for many years with his family at White Plains, north of the city. His wife, two sons and three daughters survived him.

RICHARD F. CARMAN, real estate owner, born in 1801, died July 13, 1867, in Carmansville, on the northern part of this island. He began life a poor boy, making packing boxes for merchants. Then, as a carpenter and builder, he gained sufficient means to enable him, after the great fire of 1835, to take contracts for rebuilding the ruined structures. When these contracts were made, labor was scarce and material was high in price, but this fact attracted so large a rush of workmen and selling agents to New York city that wages and prices depreciated and he completed his contracts at

great profit. He followed his vocation for many years and then devoted himself to real estate, founding and creating the beautiful village of Carmansville, fronting the Hudson River, on the upper part of the island. This suburb, then far north of the city, is now surrounded by a dense population, and the land is enormously valuable. His children were Richard, Charles E. and Frances Sage.

ANDREW CARNEGIE, iron and steel manufacturer, a native of Dunfermline, Scotland, born Nov. 25, 1837, is the son of a weaver. The family came to America in 1848 and settled in Pittsburgh. In 1849, Andrew took charge of a small stationary engine and later became a telegraph messenger and operator. One of the first to read telegraphic signals by sound, he rose to be clerk to the manager of the telegraph lines of The Pennsylvania Railroad. While in this position he joined Mr. Woodruff, inventor of the sleeping car, in an effort to introduce the new car. The success of this venture gave him the nucleus of his wealth. He became in time superintendent of The Pittsburgh Division of The Pennsylvania Railroad. His first large operation was a share in the purchase of the Story farm on Oil Creek, for \$40,000. The oil wells on this tract yielded in one year over \$1,000,000 in cash dividends. With the capital thus obtained, Mr. Carnegie joined with others in establishing iron bridge shops, and, from this beginning, went on until he had become the controlling owner of the largest iron and steel industry ever developed in the United States. His success has been phenomenal, and is attributable to concentration. Every offer of a directorship has been declined by him. During the Civil War he was appointed Military Superintendent of Government Railways and Telegraphs, and he was afterward appointed by President Harrison a Delegate to the Pan-American Conference. A few years ago all his interests were consolidated in The Carnegie Steel Co. (Limited), with a capital of \$25,000,000. The plants comprise eleven blast furnaces in Pittsburgh, Pa., capable of producing 1,200,000 tons of pig iron per year; The Edgar Thomson Steel Works at Bessemer; The Keystone Bridge Works, The Allegheny Bessemer Steel Works, The Pittsburgh Steel Works, The Beaver Falls Steel Co., The Frick Coke Co., and other properties. These works rank as the largest producers of pig iron, steel rails and coke in the world, and now make armor plate for war ships. Mr. Carnegie is a good deal of a Scot yet. He long ago owned eighteen English newspapers, which he conducted in the interest of radicalism, and has received the freedom of seven cities of his native land. In 1879, he erected swimming baths for the use of the people of Dunfermline, Scotland, and in 1880, a free library. In 1884, he gave \$50,000 to Bellevue Hospital in this city for a laboratory; in 1885, \$1,100,000 to Pittsburgh for a public library, music hall and art gallery and a second million to endow the art gallery and museum; in 1886, \$250,000 to Allegheny City for a music hall and library, and \$300,000 to Edinburgh, Scotland, for a free library. He has also established free libraries at Braddock, Ayr and Johnstown, Pa., Fairfield, Iowa, and other places. His gifts now exceed \$5,000,000. Mr. Carnegie is the author of many essays on labor and economic questions. His "Triumphant Democracy," published in 1886, a review of the progress of America under the Republic, attracted attention, went through eight editions, and has been published in French, Italian, Spanish, Dutch, and even in Japanese. An essay on "How to Get Rich," in THE NEW YORK TRIBUNE, in which he declared that a college education was not essential to business success, greatly aroused the college men and led to controversy. His other books include "Round the World" and "An American

Four in Hand in Britain," but the most important essay is the one on "Wealth," which attracted the attention of Mr. Gladstone, and was, at his request, reprinted in Britain under the title, "The Gospel of Wealth." It holds that "Surplus wealth is a sacred trust which its possessor is bound to administer in his lifetime for the good of the community from which it is derived. It teaches that the man who dies possessed of millions of available wealth, which was free and his to administer during his lifetime, dies disgraced."

OLIVER STANLEY CARTER, merchant and banker, a native of New Hartford, Litchfield county, Conn., born July 25, 1825, is a son of Hermas and Hannah Booth Carter. Reared upon a farm, he gained an education at the public schools during the winter seasons, and at seventeen years of age obtained a situation as clerk in a wholesale grocery house in Hartford. There being little prospect for advancement, he came to New York early the next year with good letters of recommendation, went from store to store in search of employment, and found it in the store of Civill & Whitlock, grocers. The firm did not employ a porter. That work was expected from the youngest clerk. The business was small and proved of great advantage to Mr. Carter, as it gave him a knowledge of different details of the business. Correspondence was principally done in the evening by the junior partner. The letters being copied by hand instead of by letter press, this afforded advantages to the young man. The senior partner soon retired. Mr. Kellogg was admitted and the firm took the name of John W. Whitlock & Co. Mr. Carter made no agreement for salary after the first year. His compensation, at first \$150, upon which he had to live, was increased from time to time, and made \$3,000 in 1853. Jan. 1, 1854, Mr. Carter was admitted to the firm, which then displayed the sign of Whitlock, Kellogg & Carter. The business had now increased about three-fold. After Mr. Whitlock's death, in 1858, the firm took the name of Kellogg, Carter & Hawley, the latter bringing considerable capital. Mr. Kellogg died in 1859, when Mr. Carter admitted a brother of Mr. Hawley with additional capital, and the firm became Carter & Hawley; afterward, in 1868, Carter, Hawley & Co. Jan. 1, 1880, George H. Macy, Mr. Carter's son-in-law, was admitted. Mr. Carter retired from business April 1, 1884. At the expiration of the co-partnership, Mr. Carter having given Mr. Hawley permission to do business under the firm name of Carter, Hawley & Co., satisfactory terms could not be made between Mr. Hawley and Mr. Macy, in consequence of that permission to him individually, and Mr. Carter then joined Mr. Macy as Carter, Macy & Co., associating with them two employés who had been with the house for many years. The firm have increased the business largely over that formerly carried on, and become by far the largest importers and distributors of teas in the United States.

Mr. Carter was elected a director of The North American Fire Insurance Co., in 1856, and The Home Insurance Co., about 1860, which positions he has since held. He has been trustee and director of several other institutions. In 1874, he was elected director of The National Bank of the Republic, and after Henry W. Cannon had resigned to take the presidency of another bank, Mr. Carter was made vice president. Not being closely confined to his tea business, he displayed rather more interest in the bank than usual for a director. On the death of the president, the Hon. John J. Knox, in February, 1892, Mr. Carter was persuaded to accept the presidency of the bank, which he has since held. He owns the Carter Building at Broadway and 8th street, the Carter & Macy Building at 140-142 Pearl street, and some other realty.

By his marriage with Elizabeth Hyde Coley, daughter of John H. Coley, of New Haven, he had one son, who died in infancy, and five daughters, who are married and settled in their own homes. In 1887, he was married to Isis Yterbide, daughter of Woodburn Potter, of Washington, D. C. Mr. Carter lived in New York city two or three years, when he moved to Brooklyn. In 1862, by the advice of a physician, he transferred his residence to Orange, N. J. His beautiful home there is the largest in the place. Mr. Carter is a member of the Chamber of Commerce and the Union League and Down Town clubs of this city, and The New England Society of Orange.

WALDEMAR CASPARY, cloak manufacturer, born in Berlin, Germany, Jan. 1, 1841, began life as a salesman in his native city. Doubtful of an advancement, equal to his ambition, at home, he arrived in New York city May 16, 1872, with several trunks full of samples of Berlin made garments, and visited in turn all the large cities of the United States as far west as St. Louis, meanwhile closely observing the shape of American clothing. Laden with orders from importing merchants, he returned to Berlin. In 1873, he opened an office on Mercer street in New York city, for his firm of Hahn & Benjamin, and next year was admitted to partnership. He was the pioneer in the introduction of Berlin made garments to the American market. For several years he imported largely, removing in 1875 to Broadway, and in 1877, succeeding the old firm in the new one of Benjamin & Caspary. The American tariff finally compelled him, in 1882, to undertake to manufacture his cloaks here. He has gradually developed the industry to large proportions. In 1884, the store was removed to more spacious quarters at Broome and Greene streets. In 1876, Mr. Caspary married Miss Amelia Hexter of this city, and has three children, Alfred, Alice and Howard. He is a member of the Progress Club.

JOHN CASWELL, merchant, son of William and Mary Buloid Caswell, was born at Newport, R. I., Dec. 6, 1797, and died in New York March 29, 1871. He came to New York in 1811, being then fourteen years old, to serve as clerk for his uncle, Robert Buloid, then in business on Broadway between Maiden Lane and Fulton street. In 1820, the business was removed to Front street, near Burling Slip, and conducted under the name of Buloid & Finch. Upon the death of Mr. Finch in 1822, Mr. Caswell was taken into partnership, and the firm became Buloid & Caswell, until the death of Mr. Buloid several years later. Mr. Caswell then carried on the business in his own name for a time, but soon, with his brother, Solomon T. Caswell, and others, formed the firm of John Caswell & Co., about 1836. They remained at No. 87 Front street until the death of Mr. Caswell. They were one of the representative houses in the trade with China. By industry and integrity Mr. Caswell acquired a high reputation and a fortune. He was a modest and retiring gentleman, shrewd and sagacious, and distinguished for his conscientious character and unostentatious charity. A regular attendant at St. John's Chapel, then at the Church of the Ascension, and afterward of Trinity Chapel, he served as a vestryman of Trinity Church for many years. He was also one of the founders of St. Luke's Hospital, a director of The Union Bank, The United States Trust Co., The Continental Fire Insurance Co., and The Second National Bank, and at times held other positions of fiduciary trust. His property descended to his wife and five children.

JULIUS CATLIN, merchant, a native of Hartford, Conn., born in 1833, died in Quebec, Canada, July 20, 1893. Beginning life with no other advantages than his fel-

low clerks in the dry goods trade, he excelled many of them in spirit, fidelity and power of application and in the courage finally to undertake business on his own account. His house, known successively as Hunt, Catlin & Valentine, Catlin, Brundrett & Co., and Julius Catlin & Co., was for a business generation conspicuous in the wholesale dry goods districts of New York and Boston. The friendships made among his associates led to his election as director of The United States Life Insurance Co., The Importers & Traders' National Bank and The Greenwich Savings Bank. He was married to a daughter of Seth B. Hunt and to them were born Julia Hunt, wife of Trenor L. Park, and Mary Helen and Edith Raymond Catlin. Mr. Catlin lived in Morristown, N. J., but was nevertheless a member of prominent clubs in New York, including the Union League, Union, City, Merchants', Yale Alumni and New York Yacht. He also belonged to the Morristown Club and The New England Society. Warm hearted and liberal, he gave generously to the worthy poor.

CHESTER WILLIAMS CHAPIN, railroad president, born in the town of Ludlow, Mass., Dec. 16, 1798, died in Springfield, Mass., June 10, 1883. Although not a New Yorker by birth, he was one to whose memory conspicuous place must be given in any adequate review of celebrities of the metropolis, by reason of the prominence he commanded in some of the most important traffic enterprises in which this city had a financial and commercial interest.

He was a typical American, a direct lineal descendant in the sixth generation from Deacon Samuel Chapin, who came from Wales to this country in 1675, and was one of the founders of the city of Springfield, Mass. Ephraim Chapin, grandfather of the subject of this sketch, was one of the principal land owners of the old Bay State, his property comprising considerable portions of the towns of Chicopee, Ludlow and Springfield. The portion thereof lying in the western part of the town of Ludlow, upon which was the old "Torrey house," passed to his son Ephraim, and there Chester W. Chapin was born, the youngest of seven children.

While he was yet a boy, the death of his father, during the absence of his older brother Ephraim at college, threw upon him the cares of manhood and the management of the large family estate, thus imposing at an unusually early age a severe but excellent practical training, which was of inestimable service in developing the enterprise, self-reliance and prudence, which were his distinguishing traits in after life. His formal education was limited to the district school and the Westfield Academy; but his active mind, rare faculty of observation, and the instructive experience of public life, speedily equipped him with an education so thorough and practical that he was enabled easily to win distinction as a leader among men, both in commercial affairs and legislative councils.

Upon attaining his majority, Mr. Chapin went to Springfield. There he engaged in mercantile business, married a daughter of Colonel Abel Chapin, of Chicopee, and built, by contract, the paper mill at Chicopee, the first in which paper was made by machinery in this country. This narrow field did not content him. His enterprising spirit sought wider employment and found it, in the interest which has enlisted such a number of the ablest and most progressive of our public men and built up so many of the largest fortunes in this country, that of traffic enterprise.

Like Commodore Vanderbilt, he began in a modest way, although, perhaps, with some advantage in the matter of capital. The Commodore's first venture as a

master of transportation was in a pirogue ferryboat, of which he was commander and crew. That of Mr. Chapin was in a stage coach line between Hartford and Brattleboro. He not only invested his money in this enterprise, but managed it, and even on occasion held the reins. The stages were well conducted and popular, and the line speedily became profitable, being fully up to all the requirements of that day. Mr. Chapin was not slow to realize that the progressive spirit of the age would soon "make the ancient good uncouth," and by the utilization of steam as a motor, both on land and water, do away with the stage coach in the more densely populated parts of the country. Not a few of the old-time stage-line owners ruined themselves by obstinate contention against the new order of things. Mr. Chapin, however, not only foresaw clearly, but gracefully accepted, and, with characteristic promptness and energy, made the most of the inevitable change; and he took early measures for transference of his interests to the new and greater field.

Soon after Mr. Blanchard's demonstration, in 1830, of the practicability of steam navigation between Springfield and Hartford, Mr. Chapin bought the steamboats which were employed in that trade, and for a dozen years controlled that profitable line of water transportation on the Connecticut river. During the same period, he also acquired a large interest in The New York & New Haven Steamboat Line, which he retained the whole of his life. From the stage coach to the steamboat was a long stride in advance, but he realized that it was hardly half which the requirements of traffic would demand.

The railroad was, in the natural order of things, a necessity of the then immediate future. Mr. Chapin consequently took a leading part in procuring connection by rail between Springfield and Hartford, becoming a director in the corporation, controlling that line when it was formed, and taking an active and most efficient part in the management.

It is illustrative of his resourcefulness and careful conservatism that in spite of all these important changes, Mr. Chapin did not allow himself to lose the old stage coach line, which had been the foundation of his prosperity. Its usefulness in the original field was at an end, but demand could be made for it elsewhere. Securing extensive postal contracts in the West, he took these stages out to that part of the country, and established a mail coach line between St. Louis, Mo., and Terre Haute, Ind., which proved as successful as all his other ventures.

In 1850, Mr. Chapin became a director of The Western Railroad, and in the same year resigned that position to accept the presidency of The Connecticut River Railroad. Four years later he was made president of The Western Railroad, also, and in 1855, effected in London a loan of one million dollars to that corporation by English capitalists. The judicious expenditure of that money, in improvement of the road and extension of its facilities, put the company, for the first time, upon a solid dividend paying basis. The Albany bridges, the iron bridge at Springfield, the continuous double track, the consolidation of The Western with The Boston & Worcester Railroad Co. into the Boston & Albany, with magnificent tide-water facilities, a huge elevator at Boston, and a great depot at Worcester, all were due, in great part, to President Chapin's admirable judgment and shrewd management. The development of The Boston & Albany Railroad he made the principal work of his life. Of that company he was president for many years.

Among the more important of his widely diversified interests outside the traffic lines mentioned, may be noted his directorship in The New York, New Haven & Hartford Railroad; his ownership of a controlling share of The Collins Paper Co., at Wilbraham and The Agawam Canal Co., at West Springfield; his presidency of The Chapin Banking & Trust Co., of Springfield, formerly The Agawam Bank, of which he was founder; and the Manhattan Elevated Railway.

The diversity and magnitude of his business concerns did not preclude his taking a prominent part in public affairs, wherein his advice and conclusions were always of moment. In 1853, he was a member of the Massachusetts Constitutional Convention, and in 1874, was elected a representative from his native state to the XLVIth Congress. In all his career Mr. Chapin distinguished himself by a rare blending of conservative prudence with liberal and energetic enterprise, which in many instances seemed impelled by prescient inspiration. In manner, he was cool and decided, but considerate, kind and obliging, never hasty, but always prompt. Of all the various enterprises, traffic, mercantile, manufacturing and financial, with which he was connected, and which were wholly or largely under his control, not one failed of important benefit by his shrewd foresight and skillful management. When his long and useful career was ended by his death, the inheritors of his well won honors and name were his three children, Chester W. Chapin, Mrs. William Bliss and Mrs. James A. Rumrill.

ISAAC F. CHAPMAN, ship owner, born in Damariscotta, Me., April 8, 1812, died in Brooklyn, Jan. 30, 1895. He came from a family planted in this country in 1635. Robert Chapman, his father, was a farmer, the owner of large tracts of timber land and a saw mill, and a ship carpenter, as was his father before him. Isaac spent his youth on the farm and at country school and, learning, in 1828, the shipwright's art in his father's employment, for eight years he helped frame, plank and launch wooden vessels. In 1837, he became a storekeeper in Damariscotta, but, in partnership with Benjamin Flint, soon afterward built a small bark of 280 tons, for general trading purposes. This led the two men into more extended operations. Chapman & Flint located in Thomaston in 1843, opened a ship yard, and thereafter built a wooden ship about once a year, for the general carrying trade of the world. In 1858, Mr. Chapman settled in Brooklyn, in order to manage the fleet of about fifteen large ships to better advantage, and, by his energy, close attention to business, and careful management, placed the name of Chapman & Flint in the front rank in American maritime circles. After 1868, Mr. Chapman's ships were constructed in Bath on the Kennebec, under the supervision of John McDonald, one of the best builders in New England. They were among the largest carriers in the sailing fleet of the country. In 1880, the old firm dissolved, to be succeeded by I. F. Chapman & Co., in 1883, Albert G. Ropes, a son-in-law, being admitted as a partner. During the War, Mr. Chapman and Mr. Flint built all the houses on the east side of Montague Terrace, Brooklyn.

NELSON CHASE, lawyer, died in Ridgewood, N. J., March 18, 1890, at the age of seventy-nine. In early life, while studying law in Saratoga county, N. Y., he formed the acquaintance of the celebrated Madame Jumel, of New York city, and of Mary Jumel, her niece. An attachment to the latter led him to New York, where, in the office of Aaron Burr, he finished his legal studies. Two years later he married Mary Jumel, and later, through his wife, inherited a large share of his mother-in-law's fortune of about \$3,000,000, consisting largely of real estate on Liberty street and

Broadway, the famous mansion and grounds on Washington Heights, and a farm in Saratoga county. He dwelt in the Jumel mansion until his wife's death, about 1845, and thereafter until 1888, when he removed to Ridgewood, N. J. For fifty years he practiced law in New York city. About 1870, he married again. Three children survived him, Eliza Carye, and William and Raymond Chase.

ROBERT AUGUSTUS CHESEBROUGH, inventor and manufacturer, while born in London, England, Jan. 9, 1837, is a scion of some of the most patriotic and ancient American families. The paternal ancestor of the family was William Chesebrough, who sailed from Cowes with Governor John Winthrop, March 29, 1630, and settled in Boston, Mass. Here he filled several official positions, and in 1634 was chosen High Sheriff. In 1651, he obtained by grant from Connecticut, about 2,300 acres of land, which grant was confirmed by the general court at Pequot, on which he settled and built a homestead. On this land now stands the present city of Stonington, Conn., where live many of his descendents. A new commonwealth was here established. William Chesebrough, the first "Comytioner" or magistrate thereof, was in 1664 chosen as first representative to the General Court at Hartford to adjust the dispute as to boundaries with the State of Connecticut. Robert Chesebrough, the paternal grandfather of the subject of this sketch, was the fifth son of Nathaniel, who was the grandson of William Chesebrough.

Henry A. Chesebrough, father of Robert A. Chesebrough, was a dry goods merchant of New York city, who lived at No. 7 Bridge street, then a fashionable place of residence, and grandson of Robert Chesebrough, dry goods merchant and founder and president of The Fulton Bank.

Through the maternal line, the subject of this sketch descends from William Maxwell, founder and president of The Bank of New York, the first financial institution ever established in this State, who upheld the cause of the American Revolution and derived his pedigree from a family prominent in Scottish history. The Maxwells were earls of Nithsdale and barons of Herries. James Homer Maxwell, son of William, married a daughter of the patriot, Jacobus Van Zandt, whose family were driven from New York city by the British occupation and saw much of the operations and experienced many of the hardships of the heroic struggle for American independence. Miss Van Zandt became an actual eye witness of the battle of Monmouth, and, as a bride, she had the honor of opening the first inauguration ball as the partner of General Washington. Their son, William H. Maxwell, was the titular earl of Nithsdale at the time of his death in 1856. Mr. Chesebrough's mother was a daughter of Richard M. Woodhull, and granddaughter of James Homer Maxwell, and also a grand niece of General Woodhull of the American army, who fell in the battle of Long Island. The family Bibles of the Maxwells and Van Zandts are yet preserved in this family, and rank among the most interesting and valuable relics of that time. But there are two others of note, which may be seen in the old Senate House in Kingston, N. Y., being large oil portraits of the father and mother of the wife of William Maxwell, which display a number of holes, punched by the bayonets of the British soldiers, when the latter occupied the Maxwell home on Wall street. They were presented to the collection by Mr. Chesebrough.

The subject of this biography attended the best schools in New York during boyhood, and, in 1858, began the manufacture of the products of petroleum. This in-



Torrachewrough

dustry, yet in its infancy, had attracted attention for a few years only, and Mr. Chesebrough became one of the pioneers in the utilization of petroleum for the purposes of man. Success attended his efforts from the start.

As a result of continual experiments in distilling and filtering petroleum, he discovered and patented, in 1870, the substance now known as vaseline. When the value and uses of this product had been developed and introduced by him, Mr. Chesebrough engaged in its manufacture, and has introduced it not only to the people of the United States at large, but to the inhabitants of nearly every civilized country under the sun. In 1880, the business was incorporated as The Chesebrough Manufacturing Co., with a capital of \$500,000, Mr. Chesebrough acting as president from 1880 to the present time. The production of vaseline has increased steadily, and a growing foreign trade has resulted from the establishment of branch offices and distributing depots in London, Paris, Berlin and Montreal.

His discoveries and enterprise having been followed by a suitable reward, Mr. Chesebrough has now become a large owner of realty in the metropolis. In 1881, he erected the huge office building, which bears his name, facing the Battery, and was led by scientific interest to devote his personal attention to its arrangement. He introduced heating and ventilating appliances of his own invention into this structure; and these have since attracted wide attention among architects and owners. The Real Estate Exchange originated with Mr. Chesebrough, and he was second vice-president and one of the building committee of the Consolidated Stock Exchange. The removal of the immigrant station from Castle Garden to Ellis Island in the harbor grew very largely out of his vigorous efforts in that direction. The Battery Park is now no longer flooded with unattractive strangers and emigrants, as in former years.

The action of Mr. Chesebrough, in 1878, with reference to the Paris Exposition, illustrated his energy and public spirit. The Federal Government had been unaccountably slow in providing for a general display of American products and, finding the inertia of the authorities too great to be overcome, Mr. Chesebrough called together a number of Americans who wished to exhibit at Paris, and, through Frederick R. Coudert, the lawyer, secured from the Duke Descazes permission for a display of products by Americans on their private account. This proceeding spurred the State Department into action, and an American exhibit finally took place under proper authority.

During the exciting Mayoralty contest in Long Island City, between Mr. Gleason and Mr. Sanford, in 1892, the Street Improvement Commission of that city, of which Mr. Sanford was president, was accused of gross frauds and irregularities. At a citizen's meeting, Mr. Chesebrough was elected chairman of an Investigating Committee to ascertain the facts. He employed an expert accountant to examine the books and contracts, and a few days before election made his report, exonerating Mr. Sanford and the Commission, which, being published in the Long Island City newspapers, resulted in the election of Mr. Sanford by a few hundred majority, showing a marked change of public sentiment against Mr. Gleason.

Mr. Chesebrough has always shown an interest in public affairs, and in 1894, he received a nomination for Congress from the Republicans of his district in this city. He made a gallant fight, but the time was too short for a suitable canvass against the heavy Democratic majority of the district; and, although he cut down the Democratic

majority from over 10,000 to 1,300, he suffered the same fate as Levi P. Morton when he first ran for Congress, and was beaten.

By his marriage with Margaret McCredy, sister of Mrs. Frederick R. Coudert, April 28, 1864, Mr. Chesebrough has three sons and a daughter, Robert M., William H., Frederic W., and Marion M. Chesebrough. Mrs. Chesebrough died April 3, 1887. The summer home of the family was formerly at Legget's Point on the Sound, north of the city, but has now been sold to an English syndicate for division into lots. The family live at No. 17 East 45th street every winter, and usually spend their summers either in travel or in the suburbs. Mr. Chesebrough is a member of the Union League, Riding and Manhattan Athletic clubs, and was president of the Down Town Republican Club in 1890. He is a writer of ability, and author of "A Reverie and other Poems," which were favorably reviewed by the press. A calm, judicious, energetic business man, he has won position by his own efforts, and the general esteem by his upright character.

SIMEON BALDWIN CHITTENDEN, merchant, born in Guilford, Conn., March 29, 1814, died in Brooklyn, N. Y., April 14, 1889. After preparing for Yale College, he was obliged to abandon the college course, which was his ambition, and, at the age of fifteen, he entered a store at New Haven, Conn. Having saved a little money, he carried on business on his own account for a while, and came to New York in 1842, where he opened a dry goods store, and was, until 1874, one of the prominent merchants of the city, gaining a large fortune. He was vice-president of the Chamber of Commerce, 1867-69 a founder of The Continental Bank and The Continental Fire Insurance Co., a director in the Delaware, Lackawanna & Western and other railroads, and president of The New Haven & New London Shore Line Railroad in Connecticut. During the War, he served upon the Union Defense Committee of New York and the War Fund Committee of Brooklyn, and gave generously to the support of the Government. He always dwelt in Brooklyn, and was elected to Congress from that city, serving from Dec. 7, 1874, until March 4, 1879, as an Independent Republican. Mr. Chittenden gave liberally to the Long Island Historical Society and other institutions and, in 1887, presented \$125,000 to Yale College for a library building. He also gave the site for a building in Brooklyn to the Young Woman's Christian Association. He married a daughter of Sherman Hartwell, of Bridgeport, Conn. To them were born two children, a son, Simeon B. Chittenden, who survived him and resides in Brooklyn, and a daughter, now deceased, wife of Dr. William T. Lusk, of New York city.

JOSEPH HODGES CHOATE, lawyer, one of the leaders of the New York bar, a native of Salem, Mass., was born Jan. 24, 1832. His family is an old and conspicuous one. Graduating from Harvard College in 1852, he studied law and was admitted to practice in Massachusetts in 1855. He came to the metropolis in 1856, and has since attained distinction in the law, public oratory and statecraft. If the fees paid to Mr. Choate are sometimes enormous, his clients are always willing to admit that his services have been worth the money. He has appeared in many noted cases. One of the old Committee of Seventy, which routed the Tweed Ring, he obtained the reinstatement of Gen. Fitz John Porter to his rank in the army after a prolonged struggle, and successfully defended the Cesnola collection of ancient statuary in the Metropolitan Museum of Art against imputations affecting its integrity. He is noted both as a public and an after-dinner orator and for his independence of mind. In 1894, he was

chairman of the Constitutional Convention, and had the pleasure of seeing the work, for which he had labored with great ability and energy, triumphantly ratified at the polls. He is a member of the most important clubs in the city, including the Union League, University, City, Century, Grolier, Bar, Harvard, Down Town, Racquet, Riding, Alpha Delta Phi, New York Athletic and Mendelssohn Glee, and The New England Society, and various other organizations.

AUSTIN CHURCH, manufacturer, a native of East Haddam, Conn., born Jan. 8, 1799, died in Brooklyn, N. Y., Aug. 7, 1879. His father, Oliver Church, was a school teacher. Left an orphan at an early age, the youth of Mr. Church was full of hardship, but, chiefly by his own efforts, he gained an education in the Yale Medical School. During the practice of his profession in Ithaca, Rochester, Utica and Cooperstown, N. Y., he originated the notion of substituting bi-carbonate of soda in place of the kindred preparation of potash for baking purposes, and, in 1832, established in Rochester the pioneer factory in this line. Success rewarded his enterprise, and, in 1845, he removed the business to New York city, where his firm of Church & Co. rose during the thirty years following to a leading position in the trade. By means of travelling agents, Mr. Church increased his sales year by year, and saw his production increase from one ton to 10,000 tons a year. Since his death, the trade has more than doubled. While his office was at No. 132 Front street, the factory was in Brooklyn, in which city he dwelt for over twenty-five years. Mr. Church was liberal in charity and an excellent man. In 1827, he was married to Nancy, daughter of Dr. Elihu Dwight, a prominent physician of South Hadley, Mass., and lived to celebrate his golden wedding in Brooklyn, in 1877. There were born to them James A., Elihu Dwight, and Fannie Church, who live at the old home in Brooklyn, and Mrs. Henry Pease, of Hartford, Conn., now deceased. Mrs. Church died in January, 1890. The two sons now manage the firm of Church & Co.

HORACE BRIGHAM CLAFLIN, merchant, a native of Milford, Mass., born Dec. 18, 1811, died in Fordham, N. Y., Nov. 14, 1885. His father, John Clafin, was a country storekeeper, farmer, and justice of the peace. Horace graduated from Milford Academy, and became a clerk for his father. In 1831, with his brother Aaron and his brother-in-law, Samuel Daniels, he succeeded to his father's business. In 1832, they opened a branch dry goods store in Worcester. In 1833, Aaron took the Milford store, leaving to the other partners the Worcester business. In 1843, Horace removed to New York city, and with William F. Bulkley organized the importing and wholesale dry goods house of Bulkley & Clafin, at No. 46 Cedar street. In 1850, the firm built a store at No. 57 Broadway, which they occupied until 1853. Mr. Bulkley withdrew in 1851, the business being conducted as Clafin, Mellen & Co. Meanwhile, the trade had increased rapidly. To obtain larger accommodations, Mr. Clafin, with others, erected the Trinity building at No. 111 Broadway, whither the business was transferred. In 1861, the great warehouse on Worth street, extending from Church street to West Broadway, was secured, and this gigantic store was for many years one of the curiosities of New York city. The Civil War found the firm's assets rendered almost worthless; and they were compelled to ask an extension of time, which was promptly granted. The liabilities were paid with interest long before maturity. Thereafter, the house entered upon a career of unparalleled prosperity. In 1864, the firm assumed the name of H. B. Clafin & Co. Mr. Clafin's sales were enormous, often amounting,

in a single year, to \$70,000,000. From 1865 to the time of his death, this house was the largest of its class in the world. Mr. Claffin invested large sums in real estate in Brooklyn, and at Fordham in the upper part of New York city. He was a man of domestic habits and of exemplary life, fond of books and of horses. Almost daily he drove from ten to twenty miles. He was a prominent member of Henry Ward Beecher's church in Brooklyn, where he resided every winter. A large hearted and generous man, his readiness to assist young men was a marked trait of his character. Probably no other person in the United States aided so many beginners with money and credit, until they were able to sustain themselves. In politics, an opponent of slavery and a Republican until 1884, thereafter he supported Mr. Cleveland. John Claffin his son, is now the head of the firm, while Arthur B. Claffin, another son, is a banker.

GEORGE P. CLAPP, merchant and philanthropist, a native of Woodstock, Vt., born Sept. 6, 1831, died in Algiers, Africa, Jan. 25, 1884. He descended from New England ancestry, and his father, Joel Clapp, was an Episcopal clergyman at Woodstock. Coming to New York city about 1857, he entered the employment of Pinneo & Co. in Chambers street as a clerk. Saving, diligent, and determined to succeed, he was able, in 1862, to found the firm of George P. Clapp & Co., importers and jobbers, in this city, subsequently carrying on the business in the firm of Clapp & Braden, later, Clapp, Braden & Co. In 1877, he retired, after a successful career. He was married in 1867 to Desier A. Pryer, the niece of John Alstynne, then residing at No. 27 Madison avenue. Mrs. Clapp inherited a large property from Mr. Alstynne, and, by her will, gave it to her husband upon her decease, in 1881. During their happy married life, Mr. and Mrs. Clapp gave away large sums of money for benevolent work. The Church of St. Paul's-Within-the-Walls, in Rome, Italy, was one recipient of their bounty, and the Church of the Holy Trinity, in Paris, France, received large gifts. Upon the decease of Mr. Clapp, more than \$500,000 of the Alstynne property was distributed under his will to worthy religious and charitable institutions, mostly in the city of New York. A man of great energy and strength of character, a gentleman of cultivated manners and attractive personality, Mr. Clapp earned from the Rev. Dr. Morgan the encomium that he combined, "in rare association, the simplicity of childhood with the wisdom of age." He was buried in the cemetery in Algiers, where a granite monument marks his resting place.

GEORGE A. CLARK, cotton-thread manufacturer, born in Paisley, Scotland, in 1824, died Feb. 13, 1873. He was a son of John Clark and descendant of Peter Clark, who, in 1812, made the first cotton thread ever used in sewing. When Napoleon seized Hamburg and destroyed the silk in that port, Peter Clark, who had been making silk needle twine in Paisley, found himself obliged to search for a substitute for silk in its manufacture, and made experiments with cotton thread, winding it on bobbins with his own hands, for sale to ladies in Paisley. Convinced that his discovery was valuable, he abandoned the making of twine and founded the great spool cotton industry, which has ever since been carried on by the family. George A. Clark began life in the employment of Kerr & Co., of Hamilton, Ont. Four years later he returned to Scotland, to engage in the manufacture of Paisley shawls. In 1850, his brother-in-law, Peter Kerr, and he undertook the manufacture of cotton thread, their interests being afterward merged with those of the Clark Bro's. In 1856, Mr. Clark came to

New York, to promote the sale of Clark threads here, and, in 1864, was led by the American tariff on foreign thread to start a small factory in Newark. In 1865, The Passaic Thread Co. was organized by him, with George A., Alexander and William Clark and Thomas Barbour as incorporators. Gigantic works were constructed and put into operation in 1866. Their venture was successful. Mr. Clark was a member of The Board of Trade of Newark and The People's Fire Insurance Company.

HORACE F. CLARK, LL.D., lawyer, a native of Southbury, Conn., born Nov. 29, 1815, died in New York city, June 19, 1873. He was graduated from Williams College in 1833, and in 1837, began practice of the law, attaining distinction as a hard working, prudent and far-seeing practitioner. In 1848, he married a favorite daughter of Commodore Cornelius Vanderbilt. He served in Congress an an anti-Lecompton Democrat, 1857-61. After 1857, railroads occupied his principal attention, leading him into the directorate of The New York & Harlem Railroad and various other lines; and into heavy and successful operations in stocks in Wall street. He displayed great capacity, and, at the time of his death, was an officer in the management of as many miles of railroad as any other man of his day. He was president of The Lake Shore, Michigan Southern & Northern Indiana and The Union Pacific Railroads; and a director of The New York Central & Hudson River, The Harlem, The New Haven, Hartford & Springfield, The Shore Line, The Chicago & Northwestern Railroads, among others, as well as of The Western Union Telegraph Co. He was also president of The Union Trust Co. In the assault upon the Tweed ring, Mr. Clark did valiant work. When the robbers had been driven out he joined Tammany Hall. Mr. Clark had one child, Marie Louise, who was thrice married and died in 1894.

WILLIAM CLARK, manufacturer, born in Paisley, Scotland, in 1841, is a son of the late John Clark, of James & John Clark, manufacturers of cotton thread. He was educated in the local grammar schools, and at once entered the thread factory founded by his ancestors. Coming to the United States in 1860, he joined his brother, George A. Clark, in the general agency of the Clark threads in America. In 1864, the brothers started a cotton thread factory in Newark, being identified with The Passaic Thread Co. from the start. In 1873, William Clark rose to seniority in the house. A great spooling factory was built and the thread works were enlarged under his administration. The works now occupy ten acres of ground on the banks of the Passaic river. He is treasurer of The Clark Thread Co., a partner in George A. Clark & Bro., and a member of the Union League, New York Yacht and American Yacht clubs of New York, and the Essex and Essex County Country clubs, of Newark. Numerous public institutions owe much to his generosity.

BENJAMIN G. CLARKE, iron manufacturer, born in Easton, Pa., in 1820, died in Antwerp, Belguim, Aug. 12, 1892. Early in life he began business in the iron and steel trade, and remained prominent in the industry until the end of his days. He was a founder of The Thomas Iron Co., at Hokendauqua, Pa., one of the largest pig iron concerns in the country, and largely interested in The Lackawanna Iron & Steel Co., The Lackawanna Iron & Coal Co., The Delaware, Lackawanna & Western Railroad, The Tilley Foster Iron Co., The Hudson River Ore & Iron Co., The New Jersey Zinc & Iron Co., of which he was president, and eight or ten other pipe, iron or steel companies. During the Civil War, Mr. Clarke excelled in devotion to the Union. His advice was often sought on matters of importance by the Government, and he devoted

much of his time and means to the Union cause, until the War was over. A man of noble presence and generous heart, he took great interest in assisting young men in their early struggles. He was a member of the Union League Club, a member of Dr. Parkhurst's church, and much interested in the local reform movement initiated by that clergyman. Mrs. Mary E. Thompson, Mrs. Julia M. Finck, and Anne M. and Ada Clarke are his children.

HENRY CLAUSEN, brewer, born in New York city, Aug. 11, 1838, died here, Dec. 28, 1893. He was the son of Henry Clausen, founder of the brewing establishments of this family. The lad's education in the public schools and under private tutors was supplemented by four years of study abroad. He grew up in the brewery started by his father about 1857, and became a partner in 1866, and when, in 1870, a corporation was formed, its president. A few years ago when English capital sought investments in the United States, H. Clausen & Son, and Flannagan, Nay & Co., consolidated and organized The New York Breweries Co., with a capital of \$4,500,000, admitting a syndicate of English capitalists to part ownership. Mr. Clausen retained his individual interest. He was at one time president of The United States Brewers' Congress and of The Brewers' Association of New York city, and one of the managers of The Produce Exchange. At his death, he held the positions of vice-president of The Murray Hill Bank and Brewers' Ice Co., and director in The Harvey Peak Tin Milling & Mining Co., The Mount Morris Electric Light Co., and The Consolidated Gas Co. The Manhattan and Liederkrantz clubs admitted him to membership. In politics, he was naturally a Democrat, and served in the State Assembly, and as Alderman-at-large of this city. Three sons and a daughter survived him.

HENRY CLEWS, stock broker, banker and author, a native of Staffordshire, England, is the son of a manufacturer of goods for the American market. His parents wished that he might enter the ministry, but temperament fitted him for a more active life. At the age of fifteen, he visited America with his father, and became so fascinated with the animation and opportunities of the new world, that he decided to remain here. After a thorough training in the store of Wilson G. Hunt & Co., importers of woolen goods, he entered Wall street in 1859, as a partner in Stout, Clews & Mason, stock brokers and bankers, afterward Livermore, Clews & Co. During the Civil War, his firm acted as agents for the sale of Government 5-20 bonds, and, with Jay Cooke & Co., were largely instrumental in making that loan a success. After the War, he devoted his attention to banking and a commission, bonds and stocks business. He organized the present firm of Henry Clews & Co. in 1877, the different members of which pledged themselves never to take speculative risks. They deal in investment securities, have excellent connections abroad, and employ over a hundred clerks. A few years ago, Mr. Clews wrote "Twenty-Eight Years in Wall Street," which was well received and is yet frequently quoted. He is a liberal contributor to the support of public institutions, and a member of the Union League and Union clubs. In 1874, he married Miss Lucy Madison Worthington of Kentucky, a grand niece of President Madison.

WILLIAM P. CLYDE, shipping merchant, born in November, 1839, is a son of the founder of the Clyde line of coasting steamers. He graduated from Trinity College, and began business life in the office of his father, where he received such a training as acquainted him fully with the management of freight and passenger steamers. He

has succeeded to the business which is now conducted under the name of William P. Clyde & Co. Mr. Clyde is one of our most respected merchants. He has become thoroughly identified with the life of the city, and is a member of the Union League, Down Town, Riding, St. Anthony, Racquet, New York Yacht, and Trinity Alumni clubs.

GEORGE SIMMONS COE, banker, a native of Newport, R. I., was born March 27, 1817. Anglo-Saxon in his ancestry, he descends from John Alden and Priscilla Mullins, the latter the first female child born in America in the earliest Pilgrim company. His father, Adam S. Coe, a man of strong common sense and religious faith, was a maker of cabinet furniture. George went from the common schools at the age of fourteen, to a country store, where he served for four years. He then entered a bank as general clerk, sweeper and messenger, later being bookkeeper and teller. Meanwhile, by extra services, he added to his earnings, and by constant reading improved his store of knowledge. In 1838, he entered the bank of Prime, Ward & King, in New York city, where he continued about six years, and then removed to Cincinnati, to represent the firm in a banking and commission business. Later, he became cashier of The Ohio Life Insurance & Trust Co., in New York, resigning to engage in banking on his own account, as partner in a house already established. In 1856, he was elected cashier of The American Exchange Bank, of which institution, in a few months, he became vice-president, and, in 1860, president, which office he held until 1894, when he was forced by illness to retire, after a service of nearly forty years. It was Mr. Coe who conceived the idea of combining the local banks in the Clearing House, and of making use of Clearing House certificates. James Punnett, president of The Bank of America, and James Gallatin, of The National Bank, strongly endorsed the young financier's idea, and it was unanimously adopted. Clearing House certificates have since been resorted to in the years 1873, 1884, 1890 and 1893, on each occasion with good results. By the same expedient, the banks were enabled to combine their resources so as to subscribe for \$150,000,000 of Government bonds at the beginning of the War, which they would not otherwise have done. Mr. Coe has taken an active interest in The National Bankers' Association, and, in 1881, was elected its president. He is treasurer of The Children's Aid Society, trustee of The Mutual Life Insurance Co., director of The Fidelity & Casualty Co., The Commercial Cable Co., and The Postal Telegraph Cable Co.; an officer in the Presbyterian Church; and member of The Board of Foreign Missions. Mr. Coe has lived in the beautiful suburb of Englewood, N. J., for a number of years, but is a member of the Reform Club and New England Society. He was married, June 15, 1843, to Almira Stanley, of New Britain, Conn., and on Nov. 5, 1887, to Mary E. Bigelow, of Englewood. To him and first wife were born Edward Paine and Alice Stanley Coe.

CHARLES LEWIS COLBY, banker, a native of Roxbury, Mass., now part of Boston, was born May 22, 1839. He is a son of Gardner Colby, and descends from English ancestry. Graduating from Brown University in 1858, with the degree of B.A., he found his first occupation in the shipping house of Page, Richardson & Co. In 1861, he made his home in New York city, and organized the shipping firm of Dunbar & Colby, of which, in 1864, on the death of the senior partner, he became sole proprietor. In 1870, at the request of his father, he interested himself in the construction of The Wisconsin Central Railroad, and finally abandoned business in New York to

devote himself entirely to railroad and mining interests in the West. This resulted, in 1874, in removal to Milwaukee, where he became an active citizen, interested in many useful and public enterprises. Gardner Colby, president of The Wisconsin Central Railroad, being obliged by reason of ill health to resign his position before the line was completed, Charles succeeded him in the presidency, finished the railroad, and assumed a leading part in building up the railroad system of Northern and Central Wisconsin. He was president and treasurer of The Wisconsin Central Railroad, The Milwaukee & Lake Winnebago, The Wisconsin & Minnesota, The Chippewa Falls & Western, The Minnesota, St. Croix & Western, The Penokee, The Chicago, Wisconsin & Minnesota, and The Chicago Great Western Railroads. He was also the first to develop the iron regions of northwestern Michigan. The Colby mine, the first one opened, belonged to The Penokee & Gogebie Development Co., of which Mr. Colby was president and treasurer. He afterward became president of The Consolidated Mines and The Aurora Iron Mining Co. Greatly occupied with all these interests, Mr. Colby, nevertheless, found time for charitable religious and educational work. He contributed the larger portion of the funds required for the construction of two churches in Milwaukee, was next to one of the largest contributors of the Y. M. C. A. building, and gave the Babies' Home the land on which their building stands, besides being a regular contributor to, and efficient friend of, most of the charitable institutions of that society. The Wayland University at Beaver Dam received a large gift from his generous hand. In politics, Mr. Colby is a staunch Republican, and his speeches during the Garfield and Blaine campaigns met with an enthusiastic reception. He was a member of the Wisconsin Legislature in 1876, and was sought for other higher political positions, which, however, he declined on the ground that duty to his associates in business would not permit him to forsake them. Mr. Colby returned to New York in 1890, and has since been senior partner of the firm of Colby & Hoyt, in Wall street. He is a member of the Union League, Metropolitan, Lawyers', Down Town, University, and Brown University clubs, and the Alpha Delta Phi, The Sons of the Revolution, and The New England Society; and a honorary member of The American Society of Civil Engineers. Since graduation, the honorary degree of A. M. has been bestowed upon him, as well as an election as honorary member of *Φ. B. K.* He has for several years been president of the Brown University club, and is also a Fellow of that University. He has also served at different times as president of the international convention of the Y. M. C. A., vice-president of The American Baptist Foreign Mission Society, trustee of the Y. M. C. A. of New York city, and president of The New York Baptist Mission Society. Mr. Colby is a director of The Mercantile National Bank, and The Farmers' Loan & Trust Co.

JAMES B. COLGATE, banker, born in New York city, March 4, 1818, is a son of William Colgate, who came to America in 1798, settled in Harford county, Md., and, in 1804, removed to New York, where he established the now widely known industry of manufacturing Colgate's soaps. James B. Colgate has been for many years a banker and dealer in securities and bullion. Although he makes his home in the adjoining suburb of Yonkers, he has contributed generously to the support of the great museums and art institutions of New York and to the promotion of the work of the Baptist church. One of his latest gifts was a \$60,000 house of worship for The First Baptist Church of White Plains. Large donations have been made to The War-

burton Avenue Baptist Church in Yonkers, Madison University, Rochester University, Rochester Theological Seminary, Colby Academy, Peddie Institute and Columbian University. He is a member of the Down Town and New England Society.

ROBERT COLGATE, manufacturer, born in 1812, died July 4, 1885. He was the oldest son of William Colgate, manufacturer of soaps, and had the advantage of beginning life in an established industry. While long connected with his father's firm, his greatest achievement was the manufacture of white lead by corrosion for use in paints. About 1845, he organized the firm of Robert Colgate & Co., built works in the city of Brooklyn under the name of The Atlantic White Lead & Linseed Oil Co., and by able management and courageous perseverance, made his factories the largest of their class in the world. His children were Robert, Abner W., Romulus B., Georgiana and Alice R. Colgate. The family made their home in Riverdale on the Hudson.—His son, **SAMUEL JAMES COLGATE**, manufacturer, born in this city, in 1845, died here, Feb. 15, 1893. He entered The Atlantic White Lead & Linseed Oil Works at twenty-one years of age, and in 1885, succeeded his father as president, continuing in the office until 1889. While the inheritor of large means, he was a man of enterprise, and conducted his business successfully. In 1882, he married Cora, daughter of Samuel Smith of New Orleans, and his wife, with one daughter, Adele S. Colgate, survived him. Mr. Colgate was prominent in social life, possessing the acquaintance of a large circle of refined friends, and being a member of the Union, Knickerbocker, Racquet, Down Town, Riding, Hudson River Ice Yacht, New York Yacht, Seawanhaka Corinthian Yacht clubs. He was the first commodore of the latter club and the originator of the Corinthian races. At Uplands, his country place at New Hamburg, N. Y., Archibald Rogers and he managed the Dutchess County Hunt.

SAMUEL COLGATE, manufacturer, son of the late William Colgate, was born in New York city, March 22, 1822. At an early age he took a position in the works of Colgate & Co., manufacturers of soap, and has since devoted his business life to this industry, being now senior partner in the concern. Mr. Colgate has been a patron of the benevolent enterprises of the Baptist denomination. In conjunction with his brother, James B. Colgate, he erected the Colgate academy building, in Hamilton, N. Y., at an expense of \$60,000. He is president of The New York Baptist Education Society, and of The Society for the Suppression of Vice, and a member of The Board of the American Tract Society.

DAVIS COLLAMORE, merchant, born in Scituate, Mass., Oct. 7, 1820, died in Orange, N. J., Aug. 13, 1887. His ancestors were among the first settlers of the town, coming from England in 1640. The pioneer, Peter Collamer, died without children, leaving his estate to his nephew, Anthony Collamer, who was the progenitor of nearly all of the name in this country. About 1700, the spelling of the name was changed to Collamore, although some of the descendants of Captain Anthony, among them the late Hon. Jacob Collamer, of Vermont, have retained the original orthography. Col. John Collamore, father of Davis, a man of the stern old Puritan type, was twice a member of the Massachusetts Legislature and one of the Convention to revise the State Constitution in 1820. His wife, Michal Curtis was a woman of sweet and gentle nature. Davis Collamore, the youngest of twelve children, inherited from his parents that mingling of strength and gentleness so attractive in his character. In 1836, he came to New York and entered the china and glass store of his brother, Ebenezer Collamore,



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No. 151 Broadway. It had been his earnest desire to study law, but his resolute character appeared in the fact that, having once decided to give up a cherished plan, he entered thoroughly into the vocation chosen for him and pursued it to success. In 1842, he established himself in business, at his own risk, at No. 595 Broadway, and was enabled about a year later to marry Hannah Augusta Fiske, a Bostonian by birth. They had four children. Mrs. Collamore died Nov. 13, 1882. Mr. Collamore's refined taste led him to emphasize the artistic quality of his china. He did much to cultivate public taste, and to increase the love of ceramic art. In 1886, the firm of Davis Collamore & Co. became a stock company, with Mr. Collamore as president. As a young man Mr. Collamore was a member of the 7th Regiment, and on duty at the the Astor Place riot. The recollection of his boyhood home was ever fascinating to him, and as soon as business cares would allow, he purchased a beautifully wooded tract of seventy acres on the eastern slope of the Orange mountains. There he built a country home, which was a constant source of pleasure to him. It was beautiful, not only from its surroundings, but on account of what it grew to be under the direction of a man of true culture and refinement. Mr. Collamore was an active member of The American Jersey Cattle Club, and a founder of The New England Society of Orange, N. J. The members of the society respected Mr. Collamore for the purity of his life, the gentleness of his manners, and the traits which marked him pre-eminently the Christian gentleman.

WASHINGTON EVERETT CONNOR, financier, one of the most conspicuous stock brokers in Wall street for many years after his entrance to the Stock Exchange in 1871, now occupies an enviable position in the financial world. He was born Dec. 15, 1849, on Spring street in this city, in a house standing next to that in which his grandfather had been born, and which, with some adjoining property, had been owned by Mr. Connor's father for more than half a century. This locality was included in the ancient village of Greenwich, whither the city government of New York fled in 1822-23, for security during the cholera epidemic. The elder Connor was a well known merchant of the Ninth Ward, and, for over thirty-six years, connected with The Greenwich Bank.

At an early age, the boy entered the public school in Clark street, from which he graduated to enter the College of New York, then known as the Free Academy. He proved a bright scholar, always ranked high in his class, and especially excelled in mathematics.

After a year in college, he entered commercial life, having secured a clerkship in the banking house of H. C. Stimson & Co. The head of this firm being a heavy speculator in stocks, Mr. Connor was thus brought into contact with many noted figures in financial circles, among them Commodore Vanderbilt, and secured a valuable training in Wall street tactics. His experience developed the possession of unsuspected talent and determined his vocation for life. Ready, appreciative, and faithful to duty, he soon acquired a technical knowledge of the stock brokerage business, and, when he came of age, self-reliant, conscious of his own strength, and ambitious, he purchased a seat in the Stock Exchange, and was admitted to membership Oct. 6, 1871.

From the beginning of his Wall street career, Mr. Connor met with marked success. Clear headed, prompt, devoted to the interests of his clients, and agreeable in manners, he soon drew to himself a large number of important clients. Having attracted the notice of Jay Gould, Mr. Connor was entrusted by him with various com-

missions, which he executed with brilliant energy and entire success. The great financier was a competent judge of men, and, in 1881, he formed a partnership with the young broker, under the name of W. E. Connor & Co., and, in time, pleased with his adroitness, energy and audacity, admitted him to intimate friendship. George J. Gould became a member of the firm upon attaining his majority. For many years, both before and after 1881, Mr. Connor was the confidential representative of Jay Gould, and was entrusted with the management of many important operations in Wall street. He was also a favorite broker of Russell Sage and other leading capitalists in Wall street. By unsparing labor and able and sagacious management, he created an extensive business, which, with his own operations at the Exchange, brought him an ample fortune.

The successes of Mr. Connor and Mr. Gould have been world famed. While that partnership existed, financiers marvelled at the secrecy with which they conducted their business. Mr. Connor had learned the art of dealing through a large number of brokers at once, some of them buying, some of them selling stocks for him, and all unaware of the real object of the campaign in which they were engaged. When Jay Gould made his famous campaign in the stock of The Western Union Telegraph Co., which resulted in the transfer of control from the Vanderbilt to the Gould interest, the purchases of stock made by W. E. Connor & Co. were so well covered that Wall street entertained the impression that the firm were heavily short of the stock, when, as a matter of fact, they were the principal buyers. Washington E. Connor himself conducted all the operations; and the manner in which the transaction was managed was always a matter of much satisfaction to Jay Gould, who subsequently frequently referred to the articles published in the newspapers, predicting that he would be defeated.

During the panic of 1884, it was ascertained that W. E. Connor & Co. were borrowers to the extent of \$12,000,000; and a combination was promptly formed on the street to force Mr. Connor and Mr. Gould to the wall. Attacks were made on their credit, various brokers and financial institutions were induced to exclude Missouri Pacific securities from their loans, and every pressure which could be brought to bear against them was used as strongly as possible. The policy of the firm, however, of giving twice as much margin for their loans as other houses and of notifying the loaners of money that they could have more margin if they desired, demonstrated that they were in possession of ample security. Wall street, instead of forcing Mr. Connor and Mr. Gould to sell their securities, made heavy losses through being "short" of Missouri Pacific. So great were these losses, that, when the time for reckoning came, there were one hundred and forty-seven houses on Wall street "short" of and borrowing Missouri Pacific stock from W. E. Connor & Co. The price of the stock was rapidly carried from 64 to par; and the principal "bears" saw themselves forced to cover at between 95 and par, at great loss to themselves and equally great gain to W. E. Connor & Co. In 1886, Mr. Gould retired from Wall street and Mr. Connor followed a year later.

During recent years, Mr. Connor has gained an interest in The Louisville, New Albany & Chicago and The Wheeling & Lake Erie Railroads, and various other corporations, and devoted himself to improving his properties. He has been a director of The American Union Telegraph Co., The Credit Mobilier, The Texas & Colorado Improvement Co., The Metropolitan, The Manhattan and The New York Elevated Rail-

way Co's and The New Jersey Southern Railroad, and president of The Central Construction Co.

Wall street draws heavily upon the vitality of the leading spirits in that theatre of exciting competition, but Mr. Connor has preserved his health, clearness of mind, and physical vigor by open-air recreations. He was the owner of the steam yacht *Utowana*, and has spent much time cruising upon salt water. He is also a regular attendant at the opening nights of new plays and operas, a good billiard player, and a familiar figure in many social clubs, in which his unflinching good nature, clear head, and wide experience render him a popular associate. A reader of excellent books, his mind is well stored with general information. His winter home is at No. 532 Madison avenue, and he maintains a summer cottage at Seabright on the Jersey coast. He has been elected to membership in a number of exclusive social clubs, including the Union League, Republican, Arkwright, Lotus, New York Athletic, American Yacht, Larchmont Yacht and Boston Yacht, and with praiseworthy public spirit has long been a supporter of various important public institutions, including the three which have done so much to develop the art and educational interests of New York, The Metropolitan Museum of Art, The American Museum of Natural History, and The Metropolitan Opera House Co., having been one of the original stockholders of the latter.

Mr. Connor also stands very high in the Masonic fraternity. In 1877-78, he was Master of St. Nichola Lodge, 321; in 1879, District Deputy Grand Master of the Sixth Masonic District; in 1884, Grand Representative of the Grand Lodge of Virginia, and in 1885 was made Chief of Staff of the Grand Lodge of New York and Grand Treasurer 1887-89. He is now the Representative of the Grand Lodge of England.

JAMES MANSELL CONSTABLE, merchant, was born in Sussex, England, in 1812. While a young man, he was persuaded by an uncle to accompany him on a pleasure trip to the United States. After his return to England, the future of the United States appeared so bright to him, that as a result of thinking the matter over for two or three years, he decided to make this country his future home and in 1840 sailed for New York. Upon his arrival, he visited Aaron Arnold, then of the firm of Arnold, Hearn & Co., founded in February, 1827, whom he had known on his previous visit, and decided to enter their employment. Two years afterward, in 1842, upon the retirement of the Messrs. Hearn, he became a partner of Mr. Arnold under the firm name of A. Arnold & Co. In 1853, when Richard, the only son of Aaron Arnold, was admitted to the firm, the style was changed to Arnold, Constable & Co., and as such has been continued ever since. Mr. Constable married Henrietta, only daughter of Aaron Arnold, in 1844. Their surviving children are Frederick A., Harriet M., wife of Hicks Arnold, and Amy H., wife of Edwin H. Weatherbee.

JOHN H. CONTOIT, realty owner, born in 1798, who died Oct. 2, 1885, was a son of John H. Contoit, a native of France, who established himself in this city in the early part of the century as a merchant of confectionery on Broadway between Murray and Warren streets. He was the favorite purveyor of ice cream for the prosperous families of that time. Mr. Contoit gained large means which he invested in real estate. The son succeeded his father in the business and conducted the New York Garden and confectionery store on Broadway, opposite the old Carlton House, which he made a famous and fashionable resort. He was a very clear headed, capable, and judicious man, and with confidence in the future of New York as the commercial emporium of the United States,

followed his father's example and invested his means almost wholly in real estate, which afterward increased enormously in value. His children were Maria Hall and Charles H. Contoit.

HENRY HARVEY COOK, capitalist, a native of Cohocton, Steuben county, N. Y., was born May 13, 1822, and is the oldest surviving son of the late Judge Constant Cook, lawyer and farmer of Warren, N. Y. The family traces its line to persons of noble extraction in England, and was founded in America by Capt. Thomas Cook of Earle's Colne in Essex, England, who settled in Boston before 1637. Henry left the academy in Canandaigua to serve as a dry goods clerk in Auburn and in Bath, N. Y., a year in each place, and in 1844, engaged in mercantile pursuits in Bath, retiring ten years later with means. In 1854, his father and he organized The Bank of Bath under State laws, reorganizing as a national bank in 1864. Mr. Cook served as cashier until 1874, and then became president of the bank. Mr. Cook came to New York city in 1875, entered financial life, and is now a prominent man in the railroad world. He inherited some means, but has made his way chiefly by his own abilities. Operations in stocks have occupied him to some extent, and his ventures have been exceedingly successful. He is a director of The Union Pacific Railroad, The American Surety Co., The New York, Lake Erie & Western Railroad, The Buffalo, New York & Erie Railroad, The State Trust Co. and The National Bank of North America. His wife is Mary, daughter of William W. McCay of Bath, agent of the Poultney estate, and his children are Mrs. Clinton D. MacDougall, Mrs. M. Rumsey Miller, Mrs. C. F. Gansen, and Mrs. C. de Heredia. Among his clubs are the Metropolitan, Union League and Riding. He is also a life member of The Metropolitan Museum of Art, and the Historical and Geographical Societies.

PETER COOPER, manufacturer, born in New York city, Feb. 12, 1791, died here April 4, 1883. At the time of his birth, this city contained less than 30,000 inhabitants. His father and his mother's father were soldiers of the American Revolution. The early life of Peter Cooper was full of hardship, and his original schooling was confined to an attendance every other day for one year. To earn a support, he secured employment in a carriage shop in 1808, at \$25 a year and board, and when he had become an expert workman, invented a machine for mortising the hubs of carriage wheels, which proved of great value. His earnings were at first spent largely for books and the services of a teacher in the evening. At Hempstead, L. I., he toiled for five years at \$1.50 a day, and having saved \$500, illustrated the nobility of his character by giving it all to relieve the necessities of his parents. Having invented an apparatus for shearing the nap from woolen cloth, he manufactured a number of the machines and then returned to New York, where he established himself as a merchant of groceries. Prosperity now rewarded his enterprise, and he soon established a glue and isinglass factory. Mr. Cooper was a very ingenious man, and he so improved the manufacture of glue as finally to control the trade of the country. This industry was the foundation of his fortune. In 1828, he purchased 3,000 acres of land in Baltimore, Md., on which he built iron furnaces and a rolling mill and a few locomotives. In 1830, he constructed from his own designs, for The Baltimore & Ohio Railroad, what is said to have been the first locomotive constructed on this continent. The Baltimore industry he sold a few years later at a profit. He also built in New York wire works and a rolling mill, which were afterward removed to Trenton, became the pioneer manufacturer of railroad iron

in this country, and operated blast furnaces at Trenton and Philipsburg. A supply of iron ore was drawn in part from mines of his own at Andover. In his various industries, 2,500 men found employment. Mr. Cooper possessed remarkable mechanical ability and inventiveness. He was active in the development of the telegraph system of the United States, becoming president of The American Telegraph Co., and The North American Telegraph Association. Marshall O. Roberts, Cyrus W. Field, Wilson G. Hunt and he and a few other associates, laid the first Atlantic cable. Mr. Cooper's greatest philanthropic work was the founding of The Cooper Union for the advancement of Science and Art. Begun in 1854, the building was finished five years later, at an original cost, exclusive of the site, of nearly \$1,000,000. The public hall in the basement of this building has since become historic for the large number of great public meetings held within its walls. Mr. Cooper was married in 1813 to Sarah Bedel, at Hempstead. Two children survived him, Edward Cooper and Sarah Amelia, wife of Abram S. Hewitt.—His son, **EDWARD COOPER**, manufacturer, grew up in the counting room of Peter Cooper & Co., and since 1883, has been the senior partner of the house, now known as Cooper, Hewitt & Co. He is a very capable and energetic man, has made his own position, and is a highly respected citizen. Under his administration, The Trenton Iron Works, The Trenton Iron Co., The Pequest Furnace in Oxford, N. J., and The Dunham Iron Works at Riegelsville, Pa., all well managed concerns, have increased their production to about 60,000 tons of pig iron annually, and a large quantity of bridge, roof and other structural iron and steel. Mr. Cooper has taken part in the direction of The United States Trust Co., The American Sulphur Co., The New Jersey Steel & Iron Co., The New York & Greenwood Lake Railway, The American Electric Elevator Co., The Chrysolite Silver Mining Co. and The Metropolitan Opera House Co. He is a Democrat and has been Mayor of New York.

AUSTIN CORBIN, railroad president, a native of Newport, N. H., was born July 11, 1827. His father, Austin Corbin, was a farmer and for several years a State Senator in New Hampshire. The son graduated from Harvard Law School and practiced law for two years in New Hampshire, having as a partner Ralph Metcalf, afterward Governor of the State. In 1851, he removed to Davenport, Iowa, practiced law with success, and then engaged in banking, being the only banker in Davenport who did not close his doors in 1857. He reorganized, June 29, 1863, as The First National Bank of Davenport, having the honor to be the first man in the United States to begin banking under the Federal law. In 1865, he came to New York and engaged extensively in banking and the negotiation of mortgage loans on farms in Iowa and other Western States. The Corbin Banking Co., of which he is the head, was established in 1873. He has become famous chiefly through his marked ability and success in railroad enterprises. His first operation was the reorganization of The Indiana, Bloomington & Western Railroad, which under his presidency was made a paying property. In 1880, he turned his attention to The Long Island Railroad, purchased a large number of shares, and became receiver and president of the company, Jan. 1, 1881. Mr. Corbin's management resulted in payment of the debts, reconstruction of the roadway, and a high state of prosperity. He promoted travel by developing the attractions of Coney Island, Manhattan Beach, Rockaway Beach, Long Beach, and other resorts on the sea coast, gradually placing the road in excellent condition and its traffic upon a profitable basis. Having revealed himself as one of the most capable and practical railroad men

in the United States, he became prominently identified with the reorganization of The Philadelphia & Reading Railroad Co., and served as its president from September, 1886, to June 27, 1890. Having been appointed receiver of that company in October, 1886, he repeated his previous successes with great *ecclat*. He is now president of The Long Island Railroad, The Elmira, Cortland & Northern Railroad, The Manhattan Beach Co., The Manhattan Beach Hotel & Land Co., and The New York & Rockaway Beach Railway; and a director of The American Exchange National Bank, The Western Union Telegraph Co., The New York, Brooklyn & Manhattan Beach Railway, The Nassau Fire Insurance Co., and The Mercantile Trust Co. In 1853, he was married to Hannah M., daughter of Simeon Wheeler, of Newport, N. H., and his children are Isabella, wife of George S. Edgell, Anna and Austin Corbin, jr. One other daughter, Mary, the eldest of the family, married Rene Cherennot Champollion, grandson of the famous Egyptian scholar, but she died in Paris, June 5, 1892. The husband had previously died in this country. They left one son, André, the only male descendant of the family of the illustrious Champollion, who is being educated in America. Mr. Corbin's clubs are the Manhattan, Reform, Players', Lawyers', Seawanhaka Corinthian Yacht, Meadow Brook, and South Side Sportsmen's clubs.

JOHN B. CORNELL, manufacturer, born at Rockaway, on Long Island, Feb. 7, 1821, died in Lakewood, N. J., Oct. 26, 1887. His ancestor, Thomas Cornell, of Cornell's Neck, born in England in 1595, died in Portsmouth, R. I., in 1655. Reared upon his father's farm, Mr. Cornell, at the age of fifteen, began to learn the trade of iron manufacturing. In 1847, with his brother, W. W. Cornell, he opened a factory in New York, which subsequently grew to large proportions. At these works the proprietors made an immense amount of architectural iron, including the iron for the elevated railroads in New York city. In 1867, Mr. Cornell admitted his son to partnership, taking the firm name of J. B. & J. M. Cornell. A devoted member of the Methodist Episcopal Church, and a practical Christian, Mr. Cornell devoted a certain percentage of his annual income to benevolent purposes. As his wealth increased, his gifts grew proportionately. His annual contributions to the Methodist church frequently amounted to \$50,000. Over 100 churches, within as many miles of New York, profited more or less by his munificence. At the time of his death, he was active in various charitable societies and the Union League club, a director of The Broadway Savings Bank, and the only Christian member of The Hebrew Society for the Improvement of Deaf Mutes. Seven children were born to him.—His son, **JOHN M. CORNELL**, iron manufacturer, was born in New York city, Aug. 27, 1846. He left school at fifteen years of age, and then learned a trade in his father's shops. Upon attaining his majority, he was taken into partnership in J. B. & J. M. Cornell, and since 1887, has been sole proprietor of the works. The use of iron and steel in the framework of modern buildings is a new science, to which Mr. Cornell has given patient and careful study, and he has manufactured enormous quantities of these metals in structural shapes. Some of the most conspicuous buildings in New York city, erected since the era of gigantic structures began, about twenty years ago, have been supplied with the interior frame work, which supports all the rest, from the Cornell shops. Among them are the Hotel New Netherland, the Hotel Waldorf, *The Times* building, and numerous edifices in the lower part of the city. Mr. Cornell is a member of the Reform, Building Trades and Riding clubs.

PETER CORTELYOU CORNELL, manufacturer, born in Red Hook, on Long Island, N. Y., in 1803, died in the city of Brooklyn, May 5, 1885. He was a son of John Cornell, proprietor of a large flour mill. The family were of English and Dutch pedigree, the Cornells tracing their line to the Cornewells, who ranked among the landed gentry of England several centuries ago. Thomas Cornell, founder of the family here, received a grant of Cornell's Neck from Governor Kieft, in 1646. Peter entered business life at an early age, and promoted a great variety of enterprises. He was for many years prosperously engaged in the manufacture of gunpowder, as president of The Hazard Powder Co. on Wall street. He also aided in the establishment of local gas works, ferry lines, banks, and white lead works in Brooklyn. His wife was Elizabeth Bunce. They had no children.

HANSON K. CORNING, merchant, born in 1821, died in Para, Brazil, April 22, 1878. He was one of the leading merchants in the South American trade in this city, and imported rubber and other tropical products for many years with success. He owned a large area of land in Minnesota, Wisconsin and Dakota. Retiring in 1856, he was succeeded by his son, Ephraim L. Corning, who, later, himself withdrew from business, and made his home in Geneva, Switzerland. Three children were born to him, Ephraim L. Corning, Margaretta C. Stone and Anna M. Fraser. An invalid during the last twenty years of his life, he bore his sufferings with fortitude, and displayed the beauty of his character by large contributions to The Presbyterian Mission in Brazil, The American Bible Society, and other philanthropic institutions.

FREDERICK H. COSSITT, merchant, born in Granby, Conn., Dec. 18, 1811, died in New York city, Sept. 23, 1887. His ancestors, French by descent, enrolled themselves among the early settlers of Connecticut, going there as early as 1720. Mr. Cossitt received his education in the public schools and Westfield (Mass.), Academy. In 1827, a relative conducting a dry goods store in Clarksville, Tenn., gave the young man employment and a business training. Five years later, Mr. Cossitt removed to La Grange, Tenn., where he managed a dry goods house with an uncle. From 1835 to 1842, he was a dry goods merchant in Pontotoc, Miss., and Helena, Ark., and in the latter year started a wholesale dry goods store in Memphis, which he conducted until 1861. Finding it necessary to be represented in New York, he made his home in this city in 1850, thereafter making the purchases for his Southern trade. His attention having been drawn to metropolitan real estate as an investment, he made heavy purchases on Broadway and other important streets, and the increase in value of this property brought him a fortune. He was well informed concerning railroad properties, and served as a trustee of The Mutual Life Insurance Co., vice-president of The Central Trust Co., and director of The Atlantic Mutual Insurance Co., and The Greenwich Savings Bank. Three daughters survived him, May C., wife of George E. Dodge; Helen M., wife of Augustus D. Juilliard; and Mrs. Elizabeth R. Stokes.

PATRICK CARROLL COSTELLO, tanner, was born in 1829, and is a son of William Costello, a tanner. He is of Irish ancestry. From the common schools he went into his father's tannery. Having learned the useful art of making leather, he became an operator on his own account in 1848, at Camden, N. Y., in the firm of P. & P. Costello. Success inspired him with ambition, and, in 1873, he became a partner in the firm of Lapham, Costello & Co., of New York city. Thoroughly practical, clear-headed and energetic, Mr. Costello has risen to be one of the foremost tanners of these times. In 1886, the house was reorganized as P. C. Costello & Co. He has been a resident of

New York city since 1881, and his name is one of the most conspicuous in the leather trade in "the swamp." His firm dissolved in 1893, to join The United States Leather Co., one of the greatest corporations in the country, of which he is a director. He is a member of the Hide and Leather and Down Town clubs.

CHARLES HENRY COSTER, banker, born in Newport, R. I., July 22, 1852, is a son of George W. and Elizabeth Oakey Coster, both of New York. His grandfather, John Gerard Coster, came from Holland at the close of the American Revolution, and rose to prominence as a New York merchant. The maternal grandfather, Daniel Oakey, an Englishman by birth, was also a merchant in this city. Sept. 12, 1867, Charles went down town to enter the office of Aymar & Co., at 34 and 35 South street, as a clerk. Occupied with the importation of tea, coffee, etc., for five years, Nov. 1, 1872, he identified himself with Fabbri & Chauncey, at 47 and 48 South street. This firm took over the business of Aymar & Co. They were shipping and commission merchants, dealing principally with the West coast of South America and the Philippine Islands. Mr. Coster remained with them until October, 1883. Jan. 1, 1884, he was admitted to partnership in the great banking house of Drexel, Morgan & Co., of this city, Drexel & Co., of Philadelphia, and Drexel, Harjes & Co., of Paris, resident in New York. He has since proved a prudent, capable and useful member of these firms. Mr. Coster has joined the Metropolitan, City, St. Nicholas and Reform clubs, and is prominently connected with The Chesapeake & Ohio Railway, The Southern Railway, The Elgin, Joliet & Eastern Railway, The General Electric Co., and The Edison Electric Illuminating Co. June 2, 1886, he married Emily Pell Coster and has two children, Emily and Helen.

AMOS COTTING, merchant and banker, a native of Boston, Mass., born about 1827, died in New York city, May 13, 1889. He was a very enterprising and courageous man, who having spent about fifteen years in the dry goods business in St. Louis, came to New York with large means in 1866 with his partner, Mr Jameson, and established the bank of Jameson, Smith & Cotting. Equally as successful in finance as in trade, Mr. Cotting retired Jan. 1, 1889. He belonged to the Union League and other clubs, and was one of the most highly regarded men in the city.

STAMATY COVAS, importer, born in Greece in 1816, died in New Brunswick, N. J., Sept. 16, 1881. He came to this country in 1851, locating in New Orleans as a merchant in the firm of Covas & Negrennde, but in 1861 removed to New York, where for twenty years he carried on a large exportation of raw cotton, and an importation of general merchandise. He was a member of the Produce and Cotton Exchanges, and by a long life of patient industry gained a large fortune. His wife Ethelind, and two children, survived him. The family made their home in New Brunswick, N. J.

ELLIOT CHRISTOPHER COWDIN, importing merchant, born in Jamaica, Vt., Aug. 9, 1819, died in New York city, April 12, 1880. He was a son of Angier Cowdin, landowner, and came from Scottish ancestry. Capt. Thomas Cowdin, his grandfather, of Fitchburg, Mass., served his country in the American Revolution. Elliot spent his youth in Boston. After leaving the public schools he was employed by Allen & Mann, merchants of ribbons and millinery. Nine years of diligent and progressive service led to his admission as partner to the succeeding firm of W. H. Mann & Co. In 1853, he came to New York, and in the firm of Elliot C. Cowdin & Co., engaged in the importation of silks and silk ribbons, rising to a prominent place in the trade. The panic of 1857 left him almost impoverished, but his coolness, tenacity, and per-

sistent enterprise finally brought a large reward, and he retired in 1877 a man of means. During his whole life, Mr. Cowdin was remarkable for activity. A member of the Chamber of Commerce, and once president of The New England Society, he aided in founding, and became one of, the vice-presidents of the Union League club. He also joined the Century club. The purchase of merchandise led him constantly to Europe, and, in all, he crossed the Atlantic ocean eighty-six times. In general, he held aloof from political strife, but was, in 1862, defeated for Congress, and in 1876 elected to the State Assembly. In politics, a Republican, he spoke frequently on public matters, was vehement in his loyalty, outspoken in his views, and emphatic, though courteous, in their expression. For several years after 1869, he lived in Paris. On the approach of the Prussian army, during the Franco-Prussian war, he was obliged to leave the city. As a Commissioner to the French Exposition, Mr. Cowdin made a report on silk culture which received much praise. In 1853, he married Sarah Katharine, daughter of Samuel Wallis Waldron, of Boston, and their six children were Katharine Waldron, wife of Gaspar Griswold; John Elliot Cowdin; Martha Waldron, wife of Robert Bacon; Winthrop Cowdin; Alice, wife of Hamilton L. Hoppin, and Elliot C. Cowdin.

ALFRED ABERNETHY COWLES, manufacturer, born in Torrington, Conn., Sept. 28, 1845, is a son of George P. Cowles, vice-president of The Ansonia Brass & Copper Co., until his death in 1887, and springs from English and Scottish ancestry. His mother was a daughter of Gen. R. C. Abernethy, of Scottish descent. Educated in the schools of Connecticut and at the Sorbonne in Paris, he began life as teller in The Ansonia National Bank. Through service in various positions in this institution he gained a thorough knowledge of banking. In 1867, he entered the employment of The Ansonia Brass & Copper Co., gave close attention to the business, took charge of the New York office, and has risen to be vice president and executive manager of the company. The Ansonia Clock Co., which he took an active part in organizing in 1879, is now the largest establishment of its kind in the world. These two industries give employment to thousands of working people. Mr. Cowles has invested his savings largely in other industries, and is vice president of The Ansonia Clock Co., president of The Birmingham Water Power Co., treasurer of The Ansonia Land & Water Power Co., and a director of other companies. In 1872, he was married to Miss Frances, daughter of William Bailey of Devonshire, England. Their children are Russel A. and Frederick H. Cowles. His clubs are the Union League, Fulton, Blooming Grove Park and Suburban.

LOTTA M. CRABTREE, actress, while certainly not a successful man, is a very beautiful, worthy and successful woman. She was born in New York city, Nov. 7, 1847. Her father kept a book store for many years in Nassau street, New York, went to California in 1851, and there engaged in gold mining. His wife and daughter followed in 1854. Lotta made her first appearance on the amusement stage in 1855, as a singer in an amateur entertainment at La Porte. At the age of eleven she played the part of Gertrude in the "Loan of a Lover," at Petaluma. Shortly afterward the mother and daughter both became members of a theatrical company, which travelled through California in 1860. The success of Lotta was very great. To a piquant and bewitching manner, she joined vigorous health, a bright mind and dramatic ability; and when, in 1864, she appeared in New York city in spectacular plays at Niblo's Garden, her audiences were large and the receipts profitable. Her reputation was established first

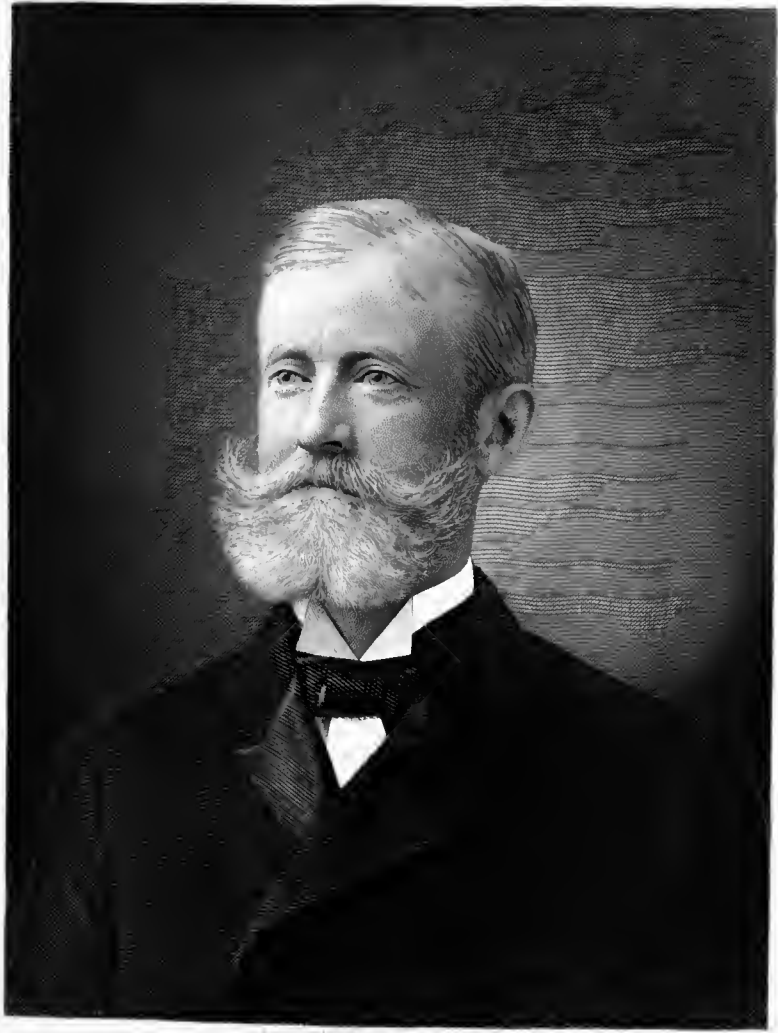
in John Brougham's "Little Nell and the Marchioness." She soon became a favorite with the American public, both in the large cities and the smaller towns, in comedy, and has usually played parts especially written for her. Her chief successes have been as "Topsy," "Sam Willoughby," "Firefly," "Zip," "Bob," "The Little Detective," and "Nitouche." Lotta is a good business woman, and has had the prudence to invest her earnings in real estate in New York city and Boston, the appreciation in value of which has made her rich.

JACOB CRAM, merchant and realty owner, born in Exeter, N. H., about 1783, died in New York city, July 6, 1869. He was a classmate of Daniel Webster and Lewis Cass in the Exeter academy. He began the study of theology, but gave it up for a commercial life, entering a leading store in Boston. Gaining experience, to which he added by a tour of Europe, he returned and engaged in business on his own account. In 1816, he came to New York city, and was long known as a sound, upright, and enterprising merchant, gaining the confidence and esteem of the whole community. His fortune was invested mainly in uptown real estate, which rose enormously in value as the tide of population surged northwards over the island. He also owned property of this class in Chicago. Two sons, Henry C., and John Sergeant Cram, and two daughters survived him.

WILLIAM CRAWFORD, dry goods merchant, born in Lanarkshire, Scotland, in August, 1845, after attendance in the parish schools, began life as an apprentice in the dry goods store of Thomas Chalmers & Co., in Glasgow. In 1866, he came to America and found a clerkship with Hogg, Brown & Taylor, dry goods merchants, in Boston. Three years later, Scottish thrift enabled him to start a store of his own in Nashua, N. H. Later, he added branch stores in Manchester, N. H., and Taunton, Mass. Attracted to New York by a favorable offer, he joined the firm of Richard Meares & Co., retail dry goods merchants, in September, 1877. He infused great energy into the affairs of the firm. In August, 1879, the house reorganized as Simpson, Crawford & Simpson, to succeed the business of Mr. Meares. Under the new firm, a highly successful dry goods business has been conducted, and the store on Sixth avenue is one of those which now form a necessary part of the route of ladies on a shopping tour. Both his partners have died, and Mr. Crawford is now sole proprietor, although retaining the previous name. He has joined the Manhattan, Lotus, Colonial, New York Athletic and Larchmont Yacht clubs. He is not married.

RAMON FERNANDEZ CREADO Y GOMEZ, planter, born in Guines, Cuba, Dec. 20, 1825, died in Havana, June 8, 1882. His father was Fernandez Creado, a planter of Spanish blood, owned large estates and was widely known and respected. While Spanish rule in Cuba had been uninterrupted, it had been frequently disturbed by insurrections, many of which during Mr. Creado's boyhood and youth were extensive and serious. The island abounded with rumor and intrigue, and the elder Creado determined to educate his son in the United States, where he could have the advantage of the finest facilities and political tranquility. Accordingly, about 1840, the young Cuban began his studies in St. Mary's College, Baltimore, where he spent several years. Of an ardent and earnest nature, he early became an admirer of the American republic and qualified as a citizen of the United States. This step, whether entirely due to admiration for his adopted country, or the result of the unsettled condition of Cuba, proved the means eventually of preserving his life and preventing the loss of his





J. M. S. Cunningham

estate. Called home by the death of his father, Mr. Creado found himself an object of suspicion. Having quelled the rebellion, the rapacity of the Spanish authorities knew no bounds. They plundered and maltreated wealthy planters at will, and the mere charge of sympathy with the rebellion was sufficient justification for any excess. Conspicuous wealth made Mr. Creado an object of attack. It is true that he freed every slave in his possession and treated those belonging to the undivided estate with great kindness, and that, beholding the outrages to which his friends were subjected, he sympathized secretly with the struggle of the insurgents for liberty in 1868, but well understanding the futility of the cause, he gave it no countenance by word or deed. This, however, was immaterial. The Spanish authorities desired his large estate, proclaimed him a rebel, and ordered the confiscation of his property. Escaping to the United States, Mr. Creado proved his citizenship in the United States, and for many years with slender resources, he struggled in vain to secure his property, William M. Evarts acting as his counsel. After long correspondence between the State Department at Washington and the Spanish Government, the justice of Mr. Creado's contention was recognized, the decree against him was rescinded, and in 1877 his property was restored. As soon as he considered it safe, Mr. Creado returned to Cuba and occupied himself with the manifold requirements of his neglected property, which consisted not only of extensive plantations but also of large blocks of valuable real estate in Havana. On his plantation "Neda," and wherever his influence could be felt, he introduced American improvements, and the American system of education. He also made every effort to compel the government to repay the income wrongfully appropriated during the years of his exile, but in this he failed. Mr. Creado made annual visits to New York, which he had learned by many years of residence to regard as home. He never married.

JOHN DANIEL CRIMMINS, conspicuous as a contractor for the building of private and public works, descends from Irish stock, and was born in New York city, May 18, 1844. His father, Thomas Crimmins, was a man of sound sense and great enterprise, who, having settled in New York in 1837, engaged in contract work in 1849, and retired from business in 1873, the possessor of a fortune. John gained his education in the public schools and St. Francis Xavier College, and then, at the age of sixteen, found occupation as a clerk in the office of his father. The vocation suited his enterprising nature, and he entered upon the mastery of all necessary details with ardor and ability. At the age of eighteen, he was made superintendent of his father's business, and at twenty was admitted as a partner, the firm name being Thomas Crimmins & Son.

The contracts executed by the firm previous to this date were confined mainly to excavations, water front improvements, heavy foundations, etc. The influence of the junior partner was now seen in an extension of the operations of the firm to the construction of buildings under contract. The first work of this nature was performed in 1866, and since that year more than 400 houses have been erected in various parts of the city. This branch of the business has always been under the direction of John D. Crimmins, and has given excellent scope for the power of organization, the foresight, energy and good management, which are characteristic traits of the man. The erection of dwellings for others has led Mr. Crimmins into real estate transactions on his own account, and he has gradually become one of the largest operators in the city.

The influence of Mr. Crimmins was also seen at an early day in the employment of machinery upon a large scale in making excavations. He was the first contractor in

New York city to adopt machinery for this purpose; and his greater promptness in executing contracts and ability to perform the work at a reasonable compensation quickly resulted in a large increase of the general contract work of the firm. To a greater or less extent, Mr. Crimmins has now for thirty years been identified with all the large construction work projected in New York city, especially with operations requiring the highest degree of ability in the contractor. He accepts few if any contracts from the city. His work is almost wholly performed for corporations, estates and individuals. He laid the foundations for The Manhattan Railway, built the electrical subway, has laid many miles of gas mains, built the tank foundations for various gas companies, and constructed the Broadway and the street railroads on Lexington, Lenox and Columbus avenues.

Since 1873, he has been senior member and the leading spirit of the firm. Mr. Crimmins gives to every contract the closest personal attention, and has carried forward to a successful completion every enterprise in which he has been engaged. His work is thorough and satisfactory, and contracts are generally awarded to him without competition. He is one of the largest employers of labor in the city, seldom carrying fewer than 2,000 men upon his pay rolls, and often as many as 6,000. He has weathered every financial storm with skill, and has never missed a pay day or disappointed a creditor.

His influence with his workmen is remarkable. Patient, an attentive and sympathetic listener, just in his conclusions, while at the same time ready to defend with reasonable argument his position against unwarranted demands, he has never failed to reach a friendly settlement of every dispute with his own men. He has frequently been called upon to serve as arbitrator in strikes, and in most cases has aided in adjusting differences to the entire satisfaction of all concerned. The principal office of the firm, at 50 East 59th street, is to-day within half a mile of the spot where Mr. Crimmins was born.

Mr. Crimmins is now largely associated with street railroad enterprise in the city and is an important stockholder in The Metropolitan Traction Co., of the metropolis, and The Consolidated Traction Co., of Jersey City. He is allied with the progress, development and commercial life of the city at many points. A member of the Chamber of Commerce, he is a director in The Fifth Avenue Bank and The National Union Bank, president of The Essex & Hudson Land Improvement Co., and trustee of The North-Western Mutual Life Insurance Co. of Milwaukee. He is also a member of several boards of trustees of charities connected with the Roman Catholic church, and of the building committees of three of them, and has superintended the building of various convents, schools, asylums and churches, and the house of the Catholic Club.

In politics, a Democrat, Mr. Crimmins has played some part in public affairs, although too busy a man to enter upon a political career. He was a Park Commissioner, 1883-88, and served at various dates as either president or treasurer of that board. At one time appointed by the President a member of the Board of Visitors to the Military Academy at West Point, he has also been a Presidential Elector and member of the State Constitutional Convention of 1894. He has also been a valued member of all the special committees of citizens, formed during the last ten years to represent the people of the city in public commemorations and the achievement of non-partisan objects, in which prominent people are accustomed to co-operate. He is one of the Executive Committee of the Prison Association.

In manners, he unites courtesy and refinement with the thoroughness of discussion and quickness of decision of an experienced business man. Several of the best known business and social clubs of the city have elected him to membership, including the Manhattan, Lawyers', Democratic, Catholic, Players', Suburban, Stamford Yacht, and Building Trades; and he is also a contributor to the support of The Metropolitan Museum of Art and The American Museum of Natural History.

April 15th, 1868, he was married to Lily L. Lalor, a daughter of Martin Lalor. His family now consists of himself and eleven children. He maintains a city home at 40 East 68th street, near Central Park, and in the summer dwells at his fine country seat of Firwood on the Sound, near Noroton, Conn.

FREDERIC CROMWELL, treasurer of The Mutual Life Insurance Co., a man of notable personality and a valuable citizen, was born in the village of Cornwall on the Hudson, Feb. 16, 1843. He is a son of the late David Cromwell, who retired from business in New York city nearly sixty years ago and built a residence in Cornwall, where he died in 1857. The family is of English ancestry, tracing its descent from Col. John Cromwell, a brother of the Protector and third son of Richard Cromwell. John Cromwell, a son of John, emigrated from Holland to New Amsterdam, and in 1686 resided at Long Neck in Westchester county, afterward known as Cromwell's Neck. Through his mother, Rebecca Bowman, the subject of this biography is descended from John Bowman, an Englishman, who died in 1661, and whose son Henry joined the Society of Friends in 1666.

After a full experience in preparatory schools, Mr. Cromwell entered Harvard College, graduating in 1863. Of the following two years, the first was devoted to study of the law, the second to European travel. Every experience is useful to a man of retentive mind and progressive spirit, and while Mr. Cromwell preferred an active to a professional career, his legal studies proved of value to him in later years. In 1865, he established himself in the occupation of importing British cloths, relinquishing this in 1868, in order to devote more attention to other important interests.

Mr. Cromwell was one of the originators of The People's Gas Light Co., of Brooklyn, and in 1870 became its president. He was also interested in the gas companies of Baltimore, Md. His experience with the manufacture of illuminating gas led him, in 1870, to remove to St. Louis, Mo., where he resided four years. There, under his direction, The Laclede Gas Light Co. constructed its works. He managed the company from its inception and until its affairs were placed upon a firm and profitable basis, one third of the gas used in the city being supplied by these works. After a year in Europe, he returned to Brooklyn in 1875, where he interested himself in a number of corporate enterprises. In conjunction with his brother-in-law, he purchased control of one of the street railroad companies of Brooklyn, and for several years directed the extension of the lines until an important system had grown into existence.

The people of Brooklyn remember Mr. Cromwell with affection. While a very active business man, he was much interested in matters of public concern. When a Civil Service Reform Association was formed in Brooklyn, he became its first president, and afterward he served as a member of the first Civil Service Commission. Further, he was active in promoting the higher interests of the people of the city, especially those which center around The Brooklyn Art Association, which he served as president, and The Philharmonic Society, of which he was vice-president.

It was in 1880, that Mr. Cromwell was chosen a trustee of The Mutual Life Insurance Co., one of the soundest financial institutions in the metropolis, which occupies the site of the old New York post office, formerly an historic church, on Nassau street. His services in the board resulted in his election, in 1884, to the responsible position of treasurer of the company. Great as are the interests centering in the city of New York, it may be safely stated that no corporation among its numberless institutions places a heavier burden of trust and responsibility upon its financial officer than does The Mutual Life Insurance Co. All the loans of the company, running into the millions, fall under the guidance of the treasurer. To those unacquainted with the details of the operations of this corporation, an adequate idea of what it is to be its treasurer can only be given by citing a few figures. The assets of the company are \$200,000,000 and its annual receipts and disbursements above \$50,000,000, while loans have been made upon proper security to the amount of \$75,000,000. These transactions, stupendous to the ordinary mind, require the supervision of a treasurer and board of directors, calm and sound in judgment, thoroughly acquainted with financial affairs, upright and beyond suspicion, and capable of untiring labor. It is a sufficient comment upon the personal quality of Mr. Cromwell, to say that he holds the position of treasurer of this company, and has filled it for ten years to the eminent advantage of the interests he serves and the satisfaction of the trustees, of whom he is one. Upon accepting this position, Mr. Cromwell became a resident of New York city, spending his winters in town and dwelling during each summer upon his farm at Bernardsville, N. J.

Mr. Cromwell is represented in many prominent financial institutions and bears an active part in their counsels. He is a director of The New York Guarantee & Indemnity Co., The National Union Bank, The Brooklyn Trust Co., The Bank of New Amsterdam and other institutions, including The New York & East River Gas Co., which recently completed a tunnel under the East River.

A man of fine presence, large, dark featured, courtly in demeanor, Mr. Cromwell enjoys the acquaintance of a wide circle of the choicest people of the city. He married Esther, daughter of Seymour L. Husted, and has had five children, of whom four are living, one son and three daughters. He is associated with several charities.

He has joined a few clubs, including the Century, Metropolitan, University, Harvard and Down Town of this city, and the Hamilton of Brooklyn.

WILLIAM BEDLOW CROSBY, realty owner, born in New York city, Feb. 7, 1786, died here, March 18, 1865. His grandfather was Judge Joseph Crosby, his father Dr. Ebenezer Crosby, a leading physician of this city, while his mother was Catharine, daughter of William Bedlow, whose family possessed Bedlow's Island in New York bay, and of Catharine Rutgers, daughter of Hendrick Rutgers. Left an orphan at the age of two, William entered the family of his great uncle, Col. Henry Rutgers, who adopted him as a son. By inheritance from his mother, the young man received a large share of the old Rutgers estate, which included the greater portion of the Seventh Ward in New York city and became very valuable. Mr. Crosby's time was greatly occupied with the care of his property. He found, however, both time and inclination to engage largely in philanthropic enterprises, taking an active interest in various societies of a public character and giving liberally of his large means to colleges and charity. The American Bible Society especially enlisted his interest. In 1821, he became a life director, and in 1853, a vice-president. His father having rendered

efficient service as a surgeon during the Revolution, William B. Crosby became by virtue thereof a member of The Society of the Cincinnati. He was married, Feb. 7, 1807, to Harriet A., daughter of the Rev. William Clarkson, and grand daughter of William Floyd, a Signer of the Declaration of Independence. His children were William Henry, John Player, Robert Ralston, Clarkson Floyd, who died Feb. 22, 1858, Edward Nicoll, the Rev. Dr. Howard Crosby, a leading Presbyterian minister of New York city, Catharine Clarkson, Eliza Smedes, and Mary; and Clarkson, Anna Bancker, and Harman Rutgers, who died in infancy. Mrs. Crosby died Dec. 13, 1859.—His son, **JOHN PLAYER CROSBY**, lawyer, born in New York city, May 22, 1810, died from heart failure while bathing off Fire Island on the Long Island coast, Sept. 19, 1876. Graduating from Columbia College in 1827, he studied law and engaged in the active practice of his profession until his death. He was first associated with R. M. Blatchford, a son of Judge Blatchford, afterward with F. F. Marbury. Yet later, he was a member of the firm of Crosby, Ostrander & Jones, and finally of Crosby, Hoffman & Crosby. During his later years, he attained especial prominence as referee and trustee of large estates. He belonged to the Bar Association and earnestly promoted the work of several religious and charitable institutions. Nearly all his life he served as an elder in the Presbyterian church. In February, 1835, Mr. Crosby married Ellen, daughter of John R. Murray. His wife died in May, 1836. In 1840, he married a daughter of the late Benjamin F. Butler, Attorney General during part of President Van Buren's administration. Six sons and three daughters were born to him. Franklin Butler Crosby, one of his sons, was killed in the battle of Chancellorsville. Mr. Crosby was a man of singular frankness and courtesy, and his cordial and generous disposition drew about him a large number of warm friends.

JEREMIAH CURTIS, manufacturer, born in Hampden, Maine, in 1804, died in New York city, March 24, 1883. While a young man, he established a bank in Calais, Me., and later built the first railroad in Maine, from Calais to Middletown, and accepted the Abolition nomination for governor of his State, being, however, defeated. He came to New York about 1863, and entered the drug business, in which he was remarkably successful. The owner of several formulas for medicines, he manufactured largely, and from the sale of Winslow's Soothing Syrup, Brown's Bronchial Troches, etc., amassed a large fortune. Several years before his death he retired from business, leaving the industry to the conduct of his sons. He was a man of estimable private character, and until age compelled him to retire, he was accustomed to gather around him a circle of choice friends.

DON ALONZO CUSHMAN, merchant, born in Coventry, Conn., Oct. 1, 1792, died in New York city, May 1, 1875. The Cushman family was planted in America by Robert of that name, who, in June, 1620, chartered the Mayflower, which brought over the first company of Pilgrims, and who followed them to New England on the Fortune in the following November. Allerton Cushman of this line was a resident of Coventry, Conn. His son, Minerva, one of the pioneers of Otsego county, N. Y., gave all of his children at least one name beginning with D, and his fifth son was Don Alonzo Cushman. Alonzo grew up on the Otsego county farm, gained what teaching he could in the country schools, and in 1805 entered a store in Cooperstown, N. Y., where he learned to sell dry goods and groceries. He took private lessons in arithmetic, became bookkeeper for Col. Russell Williams, and through the kindness of the latter secured a

place in a retail dry goods store on Broadway, New York city, in 1810. He had saved up to that time just \$17, and this small sum was soon consumed in New York. Here, thrown entirely on his own resources, he learned at the outset that frugality, industry and merit must be his sole reliance for success. During the War of 1812 he served three months in one of the forts of the harbor. In 1815, Charles Weed, his employer, sold his store on credit to Mr. Cushman and Archibald Falconer, and invested a few thousand dollars as their partner in Cushman & Falconer. The young merchant experienced many and great trials at different times but by perseverance finally built up an immense trade, which after 1824 was confined to the wholesale branch of the business. The house finally became known as D. A. Cushman & Co. In 1855, Mr. Cushman retired. He was a pioneer in the development in the Chelsea district, extending a distance of several blocks on Ninth avenue above 14th street. Upon a large tract of land there he created a village of well-to-do families, and established his own dwelling on Ninth avenue, opposite the Episcopal Theological Seminary. Since his death, the house has been occupied by some of his family. This region, once an independent village, has since been swallowed up by the rush of population northwards, and is indistinguishable now from the rest of the densely inhabited region of which it is the center, except that it retains some of the characteristics of the older New York. Mr. Cushman was president of The Greenwich Savings Bank, and director in several insurance companies. Married in 1815 to Matilda C. S., daughter of Peter Ritter, thirteen children were born to him, Mary Matilda Falconer, wife of Philip F. Pistor, of this city; Alonzo Ritter; Catharine Ritter, wife of N. B. Smith, of New Orleans; Caroline Thomas, wife of James Talman Waters; John Henry Hobart; Angelica B., wife of Gustavus W. Faber; Emily A., wife of George Wilcoxson, of Nyack; Archibald Falconer, Ephraim Holbrook, James Stewart and William Floyd Cushman. Julia Josephine and Elizabeth Emeline died while young.—**JAMES STEWART CUSHMAN**, fifth of the six sons of Don Alonzo Cushman, born in New York, Nov. 19, 1836, died Nov. 25, 1894. He was educated in the Columbia College grammar school, and began life as clerk for Reed, Drexel & Co. He started in business for himself in the stock brokerage firm of Cushman & Gignoux, who were succeeded by Christmas, Cushman & Hurlbut, and later by Cushman & Hurlbut. A member of the Stock Exchange and one of the original members of the Gold Board, he became prominent as a stock broker and operator in Wall street, but withdrew about 1880 to confine his attention to the management of real estate inherited from his father. He was a man of solid and sincere character, influential, well known and universally respected. Although fond of fine horses and the owner of several, he was too conservative to become greatly addicted to the race track. He dwelt in his father's old mansion on Ninth avenue, where he maintained the Chelsea traditions and hospitable customs for which the homestead was famous. His clubs were the Union League, New York and New York Athletic.

FRANCIS BROCKHOLST CUTTING, an eminent lawyer, born in New York in 1805, died here June 26, 1870. He was a son of William Cutting, lawyer, and grandson of the Rev. Leonard Cutting, proprietor of a noted grammar school. Graduating from Columbia College, he entered the law and advanced in the arduous labors of this profession to great distinction, largely on account of his profound acquaintance with commercial law. From 1840 to 1855, few cases were tried in the metropolis, involving this branch of legal knowledge, in which Mr. Cutting was not retained as leading coun-

sel. He found time to take an active interest in politics, and frequently gave the Democratic party the benefit of his talents as a public speaker. During 1836 and 1837, he represented New York city in the State Assembly. The sessions were exciting and Mr. Cutting held a conspicuous place in the debates. In 1853-55, he represented one of the New York city districts in Congress. Kansas and Nebraska were leading topics at that time. Mr. Cutting refused to follow the lead of the pro-slavery Southern Congressmen who controlled their party, and he became involved in a personal quarrel with John C. Breckinridge, which was finally adjusted without a duel. At the outbreak of the war, he supported the Union as a War Democrat vigorously, and aided the second election of Lincoln, thereafter retiring from politics to follow his profession. Wealth came to him in part by inheritance from his father, who was the principal owner of the old Brooklyn Steamboat Co., whose boats plied as a ferry between New York and Brooklyn, and from his mother, Gertrude, daughter of Walter Livingston of Livingston Manor. He added to his means, however, in the practice of the law and by investments in local real estate. He was esteemed as a man of fine intellect, graceful accomplishments and kindly manners. His son, Gen. William Cutting is now the only survivor of his children, two other sons, Heyward and Brockholst, having died.

ROBERT LIVINGSTON CUTTING, sr., son of the late William Cutting, born in New York, in February, 1812, died in New York, Feb. 25, 1887. He graduated from Columbia College, and afterward established himself in a stock brokerage business in Wall street. Attractive and winning in manner, clear headed and capable, he was associated with some of the giants of Wall street in various stock operations and notably aided Commodore Vanderbilt in large transactions, when the latter began to deal in the stocks of The Harlem and Hudson River Railroads. He was, in 1865, president of the Stock Exchange. Aided by inheritance, he became a man of fortune. About 1870, he retired from business, and six years before his death, sold his seat in the Stock Exchange. He was prominent in the social and club life of the town, a member of the Union Club, a stockholder in the Academy of Music and a promoter of grand opera. In 1871, he joined the Committee of Seventy and labored efficiently for the overthrow of the Tweed ring. In 1835, he was married to Juliana, daughter of James DeWolf, of Bristol, R. I., and was survived by two children, Robert L. Cutting, jr., and Walter, who lives in Pittsfield, Mass.—His son, **ROBERT LIVINGSTON CUTTING**, broker and banker, born in this city, July 2, 1836, died here, Jan. 13, 1894. He was educated at Columbia College, graduating in 1856, and fitted himself for the law, but finally entered the stock brokerage business with his father. He became a member of the Stock Exchange, May 13, 1864, and later special partner in the firm of John Benjamin Lee & Co., which succeeded his own. At the time of his death, he held a similiar interest in Lee, Livingston & Co. Mr. Cutting was one of the best known men in social life in New York. He belonged to the Union, Metropolitan, Knickerbocker, Manhattan, New York Athletic, Racquet, Tuxedo and Delta Phi clubs, and the Alumni Association of Columbia College. He was handsome and commanding in appearance, a prominent patron of the opera, a stockholder in the Academy of Music and Metropolitan Opera House, and an epicure of wide reputation, while at the same time a generous giver to charity and a regular contributor to the support of many public institutions. His wife, Judith E. Moale, of Baltimore, a sister of Mrs. I. Townsend Burden, and two sons, James De Wolf and Robert L. Cutting, survived him.

D.

CHARLES FREDERICK DAMBMANN, merchant, a native of Wiesbaden, Germany, died June 26, 1868, in this city, at the age of fifty-five. The family had made their home in Wiesbaden for generations and were reputable traders and merchants. The subject of this memoir might have made his mark in the fatherland, because his friends noted in him from youth the spirit of enterprise, clearness of vision and originality of thought; but these very qualities led him, after a short experience in a mercantile clerkship, to come to America while a young man and seek the enlarged opportunities of the new world. He was a born merchant, and after a modest beginning in New York city, he established his own business, and in the firm of C. F. Dambmann & Co., importers of laces, velvets and kindred fabrics, won a pronounced success. The house first occupied a store on Park Row, later on Franklin street. In due time, when large means had come to him in consequence of the prudent and energetic prosecution of his trade, he made numerous investments of his capital in corporations. Mr. Dambmann was connected with The National Park Bank, various gas companies and other corporations, and aided in founding The Continental Insurance Co., and The Continental Bank, being a director of both until his death. A well educated man, he joined various German societies and clubs, whose members esteemed him highly for his soundness of judgment, well informed mind and probity. By his marriage with Sarah, daughter of George Long, book publisher, he had four children, George John Adolph Dambmann; Louisa, wife of Gustave Cambefort, now living in Lyons; and Charles Frederick William D. Dambmann, jr., a resident of Baltimore, Md., and another now deceased.

CHARLES ANDERSON DANA, editor of *The New York Sun*, was born in Hinsdale, N. H., Aug. 8, 1819. The first of the family, Jacob Dana, came from France to Boston about 1640, in consequence of the revocation of the edict of Nantes, and Daniel Dana, great grandfather of Charles, was killed in the massacre of Wyoming. His father, a country merchant, failed while Charles was a boy, and the latter left school at the age of ten. A year or two later, the youth began life in Buffalo as clerk in a dry goods store, where he stayed several years. Having fitted himself for college under many discouraging circumstances, he entered Harvard in 1839 and remained until the end of the sophomore year, when serious trouble with his eyes compelled him to abandon the idea of finishing his college course. Later he obtained his full degree.

In 1842, led by sentiment, Mr. Dana became one of those philanthropic souls, who engaged in the famous experiment at Brook Farm, being associated therein with George Ripley, Nathaniel Hawthorne, Theodore Parker, Margaret Fuller, George William Curtis, William Henry Channing and others, who afterwards rose to distinction. These philosophers strove for a high plane of social and intellectual life, but Mr. Dana was their only practical man and the experiment finally came to an end.

A close thinker, sound in his reasoning, and capable of expressing himself in forcible language, Mr. Dana, then at the age of twenty-seven, began writing for *The Chronotype* of Boston, receiving during a year and a half the munificent salary of \$5 a week. He had had previous experience upon *The Harbinger*, devoted to reform and general literature, and now learned the requirements of a daily newspaper. In 1847,

he came to New York, procured the place of city editor on THE TRIBUNE at \$10 a week, subsequently raised to \$14, and made his mark at once. In 1848, he spent eight months in Europe as a correspondent, and upon his return in 1849, became managing editor of THE TRIBUNE at \$20 a week and one of its stockholders. This position he retained for fifteen years, his compensation being increased until it reached \$50 a week. Mr. Dana brought the force of tremendous energy into the operations of THE TRIBUNE, and labored diligently with Mr. Greeley to arrest the extension of slavery to the Territories and to oppose the acquisition of any foreign domain, which should increase the area of American soil devoted to slave holding. He was especially hostile to the repeal of the Missouri compromise and the attempt to fasten slavery upon Kansas and Nebraska. Between Mr. Dana and his chief, there long existed a most intimate friendship and the spirit of harmonious co-operation. In 1861, Mr. Dana spent considerable time in Albany in an almost successful but finally fruitless effort to secure the election of Mr. Greeley as United States Senator. The outbreak of the Civil War led to a disagreement between the two men, and Mr. Dana resigned.

Called, thereupon, to the service of his country in the War Department in Washington, and employed by Secretary Stanton in special work, his efficiency resulted in his appointment as Assistant Secretary of War in 1863. For the duties of this office, he was fitted not only by natural force and a capacity for untiring labor, but by his trained judgment of men and measures, and accurate information of affairs. Both the President and Mr. Stanton relied greatly upon Mr. Dana during this period; and it is recollected that the latter's confidence in the abilities of General Grant was very influential in saving that rising officer, at one time, from a concerted effort on the part of his opponents to destroy his prestige and promotion. Mr. Dana spent some time at the front during the war and rode in the saddle during the campaigns about Vicksburg and Chattanooga and in those in Virginia during 1864-65.

After the war, Mr. Dana edited *The Chicago Republican* for a short time, which failed, owing to no fault of the editor, and in 1867 he returned to New York to enter upon a career of intrepid endeavor and phenomenal success. With a few friends, he bought from Moses Y. Beach *The New York Sun*, an independent daily newspaper of the Democratic faith, whose first number under the new management was issued Jan. 1, 1868. Nearly thirty years have elapsed and Mr. Dana is yet in charge. One of the best equipped, ablest and most trenchant writers in American journalism, he has made the editorial page of his paper famous for its force, purity of diction, and individuality. *The Sun* has become a tremendous power both in attack and defense. His warfare upon General Grant, by whom he considered himself affronted, was one of the most remarkable to which a prominent man in America was ever exposed. His criticisms of the administration, while General Grant was president, exposed Mr. Dana to an attempt in July, 1873, to take him to Washington for trial in a police court for libel. The enterprise was frustrated, however, Judge Blatchford of the United States District Court in New York city refusing a warrant on the ground that the proposed form of trial was unconstitutional.

Mr. Dana spends his winters in New York and his summers at Dosoris, an island near Glen Cove on the Long Island coast of the Sound. He finds happiness in directing the operations of his paper, and recreation in the society of his library, rather than in social life. He is a charming, dignified and always instructive and entertaining

public orator, and graces every occasion when he is present as a speaker. In conversation, in editorial work, and in utterances from the platform, he is concise, forcible, and entertaining in expression, and always impatient of cant and verbosity. By virtue of lineal descent, he is a member of The Sons of the American Revolution, and has been their Vice President General. He also belongs to the New England Society.

He was married March 2, 1846, to Eunice Macdaniel, and has four children, Zoe, Ruth, Paul and Eunice.

A number of books have issued from his pen, including "The Black Ant," a volume of stories, translated from the German; a Life of General Grant, in collaboration with Gen. James H. Wilson; and the "Household Book of Poetry," a charming collection, of which many editions have been printed. With Rossiter Johnson, he also edited "Fifty Perfect Poems," and with George Ripley he planned, in 1855, and edited the "New American Cyclopaedia," published by the Appletons.

ALFRED B. DARLING, the senior proprietor of The Fifth Avenue Hotel, for many years the most famous and successful of American houses for the accommodation of travellers, is the direct descendant of an English sea captain, who came to the new world from Darlington in the north of England and settled in Kingston, N. H., about the year 1660. Many of the family name had been seafaring men, captains of merchant vessels, but in the new world they adapted themselves to the occupations of the pioneers of a new country, and many attained eminence in the various walks of life. Their ancestor, the settler of Kingston, had a large family and all the Darlings in America are believed to be his descendants.

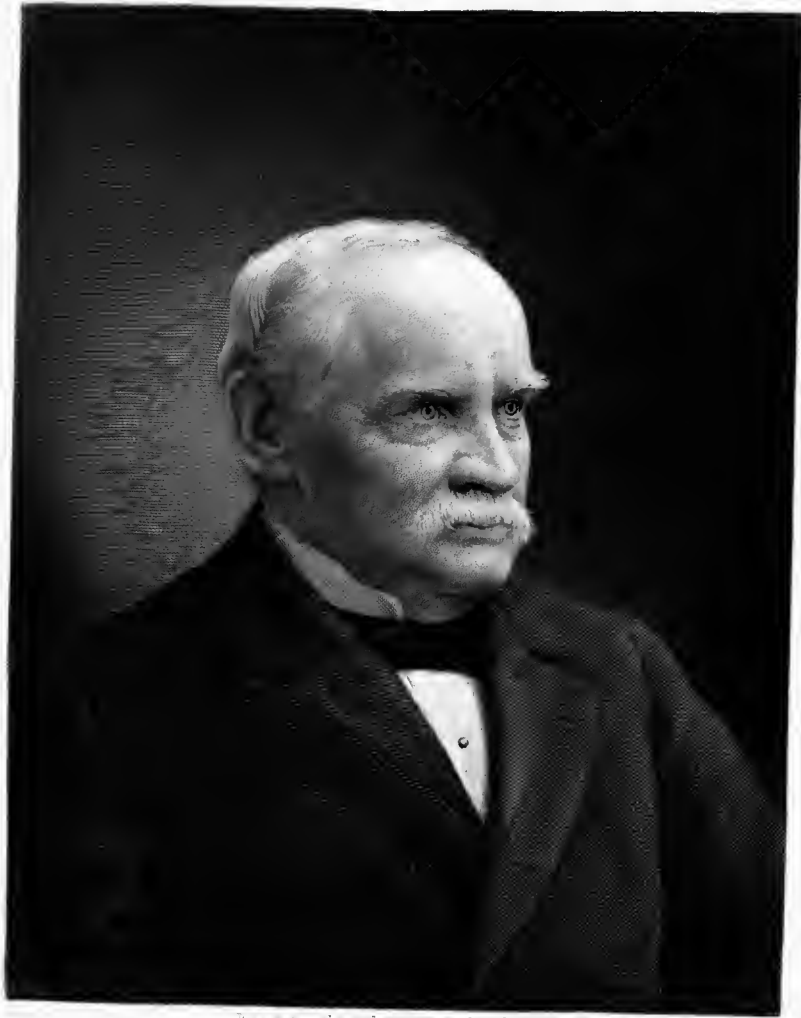
One of the sons of the English sea captain was Lieut. John Darling, born at Salisbury, Mass., in 1714. His son, Peter, born July 1, 1752, married and settled at Hopkinton, N. H. The latter's son, Major Ebenezer Darling, the father of Alfred B. Darling, settled in Caledonia county, Vt., was a soldier in the War of 1812 and afterward a Major in the State militia. He represented his town three times in the Legislature and otherwise took prominent part in public affairs.

Alfred B. Darling was born March 23, 1821, in Burke, Vt. At the age of fourteen he left home to live with his uncle, Timothy Fisher, a successful farmer, with whom he remained until twenty-one years of age. Mr. Fisher became so much attached to the young man that he proposed to deed to him the farm they were cultivating, Alfred, in return, to take care of the old people while they lived. But Mr. Darling's views of life and its opportunities led him to seek a wider field of activity and usefulness.

An expedition to Boston by the two men, both driving teams loaded with produce of the farm, changed the whole current of Mr. Darling's life, as many another unimportant incident has opened a new career and brought fortune to others of America's successful men. Arriving at Charlestown Neck, the two men stopped at the inn established in earlier years by the Hon. James Sullivan, a sturdy promoter of the American Revolution, a writer and in 1807 Governor of Massachusetts. The proprietor of the house gained a great liking for Mr. Darling during their brief stay at the inn, and the result was that the latter left the farm and went to the hotel on Charlestown Neck for the period of two and a half years. There he formed those plans which he has steadfastly followed and which have made him in later years one of the most famous hotel proprietors in the world.

He removed next to Boston, where he was employed by Paran Stevens, the lead-





Wm. B. H. H. H. N. York

A. B. Darling.

ing man of his profession, in the old Revere House, famous in that day as a hostelry for eminent men, notable among them being Daniel Webster.

In 1852, Mr. Darling became associated with Mr. Stevens, as partner, in the management of the Battle House in Mobile, Ala., then one of the finest and most costly hotels in the South.

It was finally resolved to engage in the hotel business in New York city. The Fifth Avenue Hotel was then in process of construction. Mr. Darling came to New York in 1858, before the roof had been placed on the building. In 1859, a partnership was formed between Paran Stevens, Hiram Hitchcock and Mr. Darling, under the title of Hitchcock, Darling & Co., and the firm leased the hotel which was destined in following years to shelter more men of public and social distinction than any other in the United States.

In 1867, the interest of Mr. Hitchcock having been bought by Mr. Griswold, the firm name was changed to Darling, Griswold & Co.; but in 1879, Mr. Hitchcock bought back his interest, and the old name was re-adopted and has ever since been retained.

The Fifth Avenue Hotel has been a remarkably successful house. Owing to good management, the comfort of the hotel, its excellent table, its location upon the beautiful Madison Square at the intersection of Fifth Avenue and Broadway, and its nearness to the shopping region, the hotel not only soon became the resort of travellers of fashion and social position from all parts of the United States and Europe, but also the favorite abiding place in the town of public men. The successive registers of this great hotel bear upon their pages the autographs of nearly every eminent American and European who has visited New York since 1859. They form a historical record of imposing interest. The stories of entertaining and important incidents in the history of the house would fill a volume. Political committees have made the place their headquarters for years, and in spite of the modern rage for the construction of gigantic and beautiful hotels in other parts of the city, the old Fifth Avenue, under its experienced proprietors, retains its prestige unshaken.

Mr. Darling is a man of decided convictions and of broad views upon all questions of public interest. He has attained a high position, and has become one of the substantial men and highly esteemed citizens of the metropolis, because of his inherent force of character and business ability. His fortune has been bravely and honestly earned by a life of untiring industry. Mr. Darling has served from time to time as director in important institutions, among them being The Second National Bank, The Fifth Avenue Safe Deposit Co., The Union Dime Savings Bank, etc. He is one of the earlier members of the Union League club and of The New England Society. All patriotic and honorable causes receive his sympathy and approval.

JAMES DARRAGH, merchant, born in Lurgan, Ireland, in 1827, died in Cairo, Egypt, in December, 1889. He emigrated to America while a boy and found employment in New York city in the manufacture of coir mats and matting. Learning that labor was low in price in India and that mats could be woven there at the smallest expense, he sailed for Aleppy on the west coast of Malabar, where, although beginning with small means, he gradually developed a factory, employing a thousand natives in this industry. He spoke the native language with fluency, made friends among the high caste residents, was kind to the poor, and acquired such influence as to earn the title of "King of the Coast." The house in this city took the name of Darragh & Smail, in

consequence of the admission of Henry Smail, a son-in-law, to partnership. Mr. Darragh was the first person to manufacture cotton spool thread in Travancore. His mill at Quilon cost \$350,000 to build and gave employment to 1,500 natives and a few expert Europeans. The Maharajah and his cabinet opened the mill with formal ceremonies. Mr. Darragh's family consisted of his wife and two daughters, the latter being Mary, wife of Henry Smail, and Ellen, wife of John McStay of Belfast, Ireland.

BOWIE DASH, merchant, born July 1, 1834, on Varick street, opposite old St. John's Park in this city, died on his farm at Kingsbridge, Sept. 28, 1895. He was the ninth child of Daniel Bowie and Anzonetta Burke Dash, and grandson of John Balthus and Ann Bowie Dash, all natives of this city. He first attended the private school of Mr. Greenough and then the University of the City of New York, and received a business training in the firm of Wolfe & Gillespie, hardware merchants. In 1860, he married Louisa Scott, daughter of William Scott, a coffee merchant well known in business and church circles, and, by her, had seven children. One son and two daughters are now living. Mr. Dash happened to be in Montgomery, Ala., when Jefferson Davis was inaugurated President of the Southern Confederacy, going there against the advice of John Sherman and others, who said that he would risk his life. Mr. Dash advised his firm of Wolfe, Dash & Fisher, to accept cotton in payment of their claims against Southern merchants, but this they decided not to do. Mr. Dash was a Democrat in politics, becoming a strong Republican thereafter. Unable to enlist in the Union army, he gave his time to raise money to equip a regiment of volunteers, and succeeded Charles Strong as treasurer of the Ladies' Union Bazaar. Forty thousand dollars passed through his hands for the benefit of the families of New York soldiers. About 1865, Mr. Dash succeeded the firm of Scott & Wisner, under the firm name of Scott & Dash, and afterward became a large importer of fine teas and coffees, continuing in active business until his death. In his enterprise he met with the varied success and adversity experienced by all merchants. He was honest, capable and constantly sought for as an arbiter by his fellow merchants. Several times, he served as foreman of grand juries and was untiring in his efforts to secure justice for all men. One of the vestryman of Trinity Church, he served that corporation with zeal and loyalty, and was also a vestrymen of the Church of the Mediator at Kingsbridge, where he made his home on a farm of sixty acres, cut in half by Broadway and adjoining Riverdale avenue and Van Cortlandt Park. He belonged to The Sons of the Revolution and the Down Town association, and was a man who pleased not himself but labored for the welfare of his city and country and of his generation.

JOHN BALTHASAR DASH, merchant, born in New York city, Aug. 12, 1818, died here, May 11, 1888. The son of Daniel Bowie and Anzonetta B. Dash, and grandson of John B. Dash, a hardware merchant transacting business at No 145 Broadway, he was educated at Mr. Pond's school in Westchester, N. Y., and left his studies at the death of his father to go to London for a training in the hardware business. He entered the house of Jacob & Co., and under the care of Joseph Farrell, with whom he lived, remained in London a suitable time, and then returned to New York. Here he took charge of his father's business and estate, consisting of property at 145 Broadway and 86-88 Liberty street, which has now been a family possession for more than a hundred years, and at 70 Cortlandt street, and 219 Fulton street. He was at one time with Wolfe & Bishop, hardware merchants, and later a partner in Wolfe, Dash &

Fisher. A conservative man, a good financier, and a rare judge of real estate, honest, and of the highest character, he prospered greatly in his business affairs, and was greatly respected. Property which he purchased near Kingsbridge has since grown valuable. He never married, and was for thirty years a member of the Union club. He attended Trinity chapel on West 25th street. Upon his death his estate was left to his brother and sisters, Bowie Dash, Mrs. Margaret B. Bininger, Mrs. Anzonia B. Wolfe, and Arabella B., wife of Walter H. Lewis.

JOHN DAVIDSON, lawyer, was born in Berwickshire, Scotland, March 1, 1837. He is the son of George Patterson Davidson, a merchant in Berwick-on-Tweed. John came to America when ten years of age. He attended the College of the City of New York, studied law with William R. Stafford, and was admitted to the bar in 1859. He has conducted a large and profitable practice in New York city for thirty years, largely in the field of real estate law. He has bought land and built houses in New York, Brooklyn, and elsewhere, and has large interests in The Sherwood Park and other land companies, The New York & West Shore, The Northern Pacific and other railroads. He has been active in Republican politics in New Jersey. Important public positions were offered to him by Presidents Lincoln and Grant, but declined. Interested in philanthropic work, Mr. Davidson has served as superintendent of a Sabbath School in Elizabeth, N. J., for nearly thirty years. In 1860, he married Adelia S. Wait, of Perth Amboy, N. J. They have one son, William Newcomb Davidson, and two daughters, Jenny, wife of Prof. Hibben, of Princeton University, and Margaret Newcomb Davidson. His home is in Elizabeth, N. J., but he has joined the Republican and other clubs of New York city.

JAMES MORGAN DAVIS, stock broker, was born on Staten Island, April 10, 1837. Always from youth intelligent and progressive, he left the Episcopal Collegiate Institute, determined to make his way. After an apprenticeship as clerk in the office of a Wall street firm, he joined the Stock Exchange in February, 1860. A partner of William R. Travers for three years, he retired in 1863, but subsequently entered the firm of Work, Davis & Barton. In 1873, he formed the well known firm of Davis & Freeman. Mr. Davis has been active in the development of Staten Island, especially in The Staten Island Rapid Transit Railroad. He belongs to the Metropolitan and New York Yacht clubs. By his marriage with Mary D. Hazard in Brooklyn in 1874, he has three children, Morgan, Edythe and Anna Davis.

HENRY DAY, lawyer, a native of South Hadley, Mass., born Dec. 25, 1820, died in New York city, Jan. 9, 1893. He came from old New England stock, some of his ancestors figuring as "minute men" during the American Revolution. The family were not rich in this world's goods, and a brother, the Rev. Pliny Day, assisted in the education of Henry by sending him to school at Derry. By his own labor, he then earned enough money to enter Yale College, whence he graduated in 1845, supporting himself while studying there by teaching at Fairfield, Conn. One of his pupils was his future brother-in-law, George De Forest Lord. After graduation from the Law School at Harvard, Mr. Day came to New York city, where in 1849 he married Miss Phebe L., daughter of Daniel Lord, the latter taking him into partnership in the firm of Lord, Day & Lord. Through the possession of marked ability, Mr. Day became a noted lawyer and a prominent figure in the social life of the city. An associate of Henry B. Hyde in the organization of The Equitable Life Assurance Society, he was elected attorney

and director of the Society, and was also director of The Consolidated Gas Co., The Mercantile Trust Co., and The Lawyers' Title and Guarantee Co. Various important estates were entrusted to him, including those of S. F. B. Morse and William Morgan. For many years he managed the legal affairs of the Astor estate. Religious matters interested him greatly, and he took an active part in the councils of the Presbyterian church, accepting the place of director of the Union Theological Seminary and defending Dr. Briggs in his controversy with the church authorities. Formerly devoted to the "old school" branch of the Presbyterian church, he earnestly advocated union between the old and new schools, and when this was effected, in 1869, he drafted the articles. Mr. Day wrote much for publication, among his works being "The Lawyer Abroad" and "From the Pyrenees to the Pillars of Hercules." At his death, he was the sole surviving member of the original law firm of Lord, Day & Lord. The Union League and Reform clubs both enrolled him a member. He was survived by his wife and three children, George Lord Day, Sarah Lord, wife of R. H. McCormick, of Chicago, and Miss Susan De Forest Day.

FREDERICK DE BARY, merchant, born in Frankfort, Germany, Jan. 12, 1815, is of Huguenot descent. His father, Christian De Bary, was a banker in Frankfort. Frederick began life as salesman for a large manufacturer of dry goods. In 1852, he established himself in this city as agent of G. H. Mumm & Co.'s champagne and other high class wines. He has been very successful, and since 1869, when Adolph De Bary, a son, was admitted to partnership, has displayed the firm name of F. De Bary & Co. He is the proprietor of several orange groves in Florida and other real estate, is closely devoted to business, and derives his prosperity from concentration and unceasing enterprise. In 1843, he was married to Julia Scherpenhausen. To them have been born two children, Adolphe De Bary and Mrs. Eugenie von Mauch.

ALFRED DE CORDOVA, stock broker, born Aug. 19, 1848, on the island of Jamaica, is a descendant of Gen. Gonzalvo de Cordova, who annexed Grenada to Spain and stood in high favor at the court of Ferdinand and Isabella. His education, begun in the West Indies, was finished in New York city, whither he removed early in life. First a broker in petroleum, he purchased a seat in the Stock Exchange in 1875, and his firm of Alfred de Cordova & Son have since been successful in the brokerage of stocks. In 1894, he was elected a governor of the Exchange. Possessing something of the enterprise of his military ancestor, Mr. de Cordova is fond of yachting, fine horses, and carrier pigeons. A large trotting horse farm in New Jersey affords him both pleasure and health. He has been elected to membership in the Lotus, Merchants', Manhattan, Colonial, New York, Larchmont Yacht, American Yacht, New York Athletic, Suburban, Cuttyhunk, Riding and Driving clubs, and was the first commodore of the American Yacht club. He was married to Mrs. Helene Louise Schroeder-Loweree, Aug. 19, 1889, at the Church of the Heavenly Rest.

CORNELIUS VANDERBILT DE FOREST, born in New York city, Aug. 16, 1818, of good old Dutch stock, died here Nov. 9, 1887. He was the son of John De Forest and of Charlotte Vanderbilt, oldest sister of Commodore Cornelius Vanderbilt. After receiving a common school education on Staten Island, where his parents settled during his early childhood, he was apprenticed to his cousin, Cornelius Simonson, a ship-builder. On reaching manhood, he returned to New York and engaged in various enterprises with more or less success, until he finally settled upon the manufacturing of

machinery oils, in which business he continued for many years, becoming widely known through all the manufacturing districts of New England. In 1863, he acquired a fortune in Wall street through the good offices of the Commodore, who always looked upon him as a favorite nephew and felt for him a strong attachment. Mr. De Forest remained almost constantly at the bedside of his uncle during the latter's last illness, comforting and cheering him to such a degree, that the Commodore desired his continual presence. During this illness Mr. De Forest's mother contracted a heavy cold, which soon developed pneumonia and her death followed that of the Commodore within about twenty-four hours. Having retired from the oil business, he accepted the position of purchasing agent of The New York Central Railroad, and for thirteen years served the road with the strictest integrity, doing his best for the corporation and receiving on his retirement, which was due to impaired health, most flattering testimonials from the officers of the road. In 1879, he withdrew from active business, retaining an interest in the firm of Colbron, Chauncey & Co. of Wall street. Always a lover of good horses, he enjoyed for many years his daily brush on the road with Frank Work, Joseph Harker, Wm. Turnbull, Wm. H. Vanderbilt and other owners of fine horses. In early life, he married Miss Katherine Rice, daughter of a sea captain of Nantucket and of old Dutch stock through her mother who was a Van Pelt. Mr. De Forest left an unblemished record and possessed the sincere affection of hundreds to whom he was always ready to extend a helping hand, being of a most genial and kindly nature. He left a son, now living in the West, and a daughter, Isabel De Forest, the wife of Wm. T. Colbron of New York.

HENRY P. DE GRAAF, merchant and banker, born in Herkimer, N. Y., Nov. 24, 1825, is of old Holland Dutch descent. Remarkable even in youth for stature, at the age of fourteen, when he first left home, he had already grown to be over six feet in height. Ambitious to make his way in the world, he learned the cabinet maker's trade in Little Falls, and in three years' time Young & Co. pronounced him the best of their sixty workmen. Mr. De Graaf practiced the trade for several years in Albany and Canajoharie. In 1849, he went to California in a ship so crowded that there was not space enough for the whole company to sleep at once. Arriving in San Francisco after a voyage of six months and nine days, he proceeded to the mines. While prospecting for gold, he was induced by the high price of provisions, pork then selling at \$2 a pound, to hunt for game and sell the meat to the miners. He received 70 cents a pound for venison and a share of the profits of the miners whom he supported, and gained a little capital in this occupation. A thirteen months' stay in California completely satisfied the young New Yorker, and in 1851, he resumed the cabinet maker's trade in Canajoharie. Later, he again visited California, and opened the pioneer ship chandlery store of San Francisco. This venture was successful. In 1852, he came to New York city, and found work in the furniture shop of the firm of Wentworth & Sons, and thereafter for many years followed this honest calling. Honest, competent, untiring, an excellent workman, and able to deny himself unnecessary luxuries, he gained sufficient capital to venture in business alone, and in 1857, he started a furniture factory of his own on Pearl street. This enterprise was profitable from the start, although exposed to keen competition from a rival store adjoining. The firm of De Graaf & Taylor, founded in 1860, moved to the Bowery, and in a few years attained great importance. In 1865, this firm shipped a large amount of furniture of their own making to the Pacific coast. The consignee refusing to accept the goods, De Graaf & Taylor

promptly established their own branch store in San Francisco. They gained the point they had in view, and then, in 1867, sold the store. In New York city, their trade gradually attained large proportions and brought to its enterprising proprietors ample rewards. When Mr. De Graaf was elected president of The Bowery Bank, he placed his oldest son in charge of his interests in De Graaf & Taylor, and has ever since given his attention to the bank. Upon the death of his son, Mr. De Graaf sold his interest in the factory, which is continued by The De Graaf & Taylor Furniture Co. Mr. De Graaf has been once around the world and has crossed the Isthmus of Panama three times, and visited portions of Central and South America, as well as Europe. He spends his winters in New York city, his summer home being at Oscawana near the Hudson river. By his marriage in 1843 with Amanda M. Lloyd, of Canajoharie, he had two sons and a daughter.

HENRY DELAFIELD, merchant, born at his father's beautiful country seat on the East River, now forming a part of Long Island City, N. Y., July 19, 1792, died in this city, Feb. 15, 1875. His father, John Delafield, who had removed from London to New York in 1783, was the eldest lineal representative of his family, who for centuries had been prominent proprietors in the shires of Buckingham and Oxford. Henry prepared for Yale College, but, impatient to enter upon business life, gave up a collegiate course. After a few years of experience in subordinate capacities, he founded, with his twin brother William, the firm of H. & W. Delafield, and conducted an extensive foreign trade with England, India, China, South America, and later with the West Indies. At one time the firm owned the largest merchantman, flying the American flag, sailing from the port of New York. The great fire of 1835, with the consequent ruin of all except two of the insurance companies, reduced their large fortune to such an extent, that they practically had to begin business life anew. Again, they met with well deserved success. Both brothers were highly esteemed and were identified as directors or officers with many corporations. Both served as privates in the war of 1812 in Captain Swartwout's Iron Grays. When Faustin Soulouque was established as Emperor of Haiti, Henry was appointed Consul for that country in New York, retaining the office during the Emperor's reign and a part of that of his successor, President Jeffrard. Early in the century he inherited a life interest in the Baker estate, a property of over forty acres on the East River, near what is now 75th street, and almost opposite his birth-place on the other shore. This was his summer home, until in consequence of the ever advancing throng of buildings and the heavy assessments for avenues and streets, he united with his brother, who followed him in the entail, and transferred the property to its final owner, The New York Protestant Episcopal Public School. William died unmarried Nov. 20, 1853. A few years afterward Henry admitted Tallmadge Delafield, a son of his brother John to the firm, which was thereafter known as Henry Delafield & Co. In 1857, Henry retired from shipping and foreign business, retaining only certain banking and trust interests, which a few years later were transferred to Maturin L. Delafield, a son of his brother Joseph. Both of Mr. Delafield's nephews were successful in the business so acquired. Two older brothers, Major Joseph and Dr. Edward Delafield, died respectively on Feb. 12 and 13, 1875. The almost simultaneous death of the three brothers, all of them over four score years of age, and their joint funeral from Trinity Church, excited more than a passing interest. Henry married late in life, Mary Parish, daughter of Judge L. Monson of Delaware county, N. Y., and had an

only child, Mary Frances Henrietta Delafield, born June, 1869, who died unmarried Oct. 27, 1886.

JOSEPH RAFAEL DE LA MAR, gold and silver miner, born in Amsterdam, Holland, in 1848, has had a singularly romantic and striking career, of which some account should be given in these pages. His grandfather, a banker in Paris, established a branch bank in Amsterdam, which he placed in charge of Joseph's father. The latter married a charming woman, a native of Holland, but of German descent, and thus Joseph is of mingled French and German extraction. His father's love of art and painting led him to name the boy after the great painter Rafael.

Left an orphan at the age of six by the death of his father, Joseph's self-reliance and love of adventure asserted themselves even at this tender age; and, at seven, he ran away from home, secreting himself on a Dutch vessel outward bound in the East India trade. When the young stowaway was discovered, the captain made him cabin boy and assistant to the cook, without wages. The voyage was an exciting one to his mind. He entered heartily into the work of the ship, gained the favor of the captain, and on the homeward trip earned his first money, his wages being fixed at the munificent sum of one guilder, or 40 cents, a month. He followed the sea for many years, encountering all the vicissitudes of a sailor's life and sailing to nearly every part of the world. His education was gained mainly on shipboard, with the assistance of the officers, whose kindness he recompensed by various services. Only one text-book was available, the "Navigator's Epitome." From this he learned the art of navigation, while acquiring the rudiments of a general education. At the age of twenty, he gained a master's certificate, and at twenty-three, the captain of his ship having died in a distant port, he brought the vessel safely home and obtained a captain's command.

Although his advance thus far had been reasonable, Captain de la Mar appreciated the fact that his profession held out no very flattering promises of advancement. His alert mind was at this juncture attracted to submarine work, a vocation then profitable, owing in part to the Civil War in America. With characteristic energy, he abandoned the merchant service and became a diver. His success on the surface of the water was repeated in the exploration of its depths. He soon became a submarine contractor on his own account, with headquarters at Vineyard Haven, Mass., but operating along the entire coast to the West Indies. During this period, he raised not less than forty-one sunken vessels and had many interesting encounters with the inhabitants of the deep. His last successful operation was the raising of a cargo of 1,600 tons of Italian marble from the ship *Charlotte*, of New York, submerged off the Bermudas, many years before, which had baffled the attempts of three previous wrecking companies. The steamer *William Tibbetts*, which had grounded on the rocks off Pesque Island, near Martha's Vineyard, led to an adventure which nearly cost him his life. Going down in his diving suit to examine the damage personally, he lost track of the flight of time and failed to observe the ebbing of the tide, when, suddenly, he discovered that the ship had ceased rolling and had settled down in her bed and made him a prisoner under its bottom. There was no chance of escape for hours. He waited until both the wind and tide should cause the ship to become waterlogged again and resume rolling. His armor had been leaking and the water crept in up to his neck. It was the month of February and the water chilled him to the bone. He finally lost consciousness but



J. R. de la Harz.

returned to life to find himself on board his own ship, having been rescued by the energy and untiring devotion of his mate, after thirty-six hours' imprisonment in the depths of the sea. This experience, and others which preceded, led Captain de la Mar to relinquish submarine work.

Having accumulated some means, Captain de la Mar studied the opportunities of trade with Africa, a country which he had visited during his early voyages as a sailor. Finally convinced that Africa held out the promise of both adventure and gain, he assumed charge of a vessel with a cargo of suitable goods and sailed for the land of Ham. Previous to that time, trading companies had confined their operations mainly to the coast, where they met the natives from the interior. They sold to the Africans bars of copper, iron flint lock guns, powder, calicoes, salt beef, flour and tobacco, exchanging these things for ivory, gum copal, palm oil, bees' wax, dry and salted hides, etc. The native goods were brought down to the coast on the shoulders of negroes, sometimes coming several hundred miles and growing dearer in price according to the distance carried. On the other hand, the articles supplied by the traders had to be carried back in the same manner, growing higher in value the farther they were transported. Captain de la Mar had the shrewdness to perceive the value of bringing the two markets together and doing the trading in the interior. The scheme involved danger and hardship. Nevertheless, it was at once carried into execution. A small vessel, capable of navigating the African rivers, was equipped with four small cannon and a dozen blunderbusses, the crew being armed with rifles and ammunition, while about twenty-five fighting negroes were taken aboard. Thus this little vessel was fitted up very much like a man of war. Captain de la Mar pushed on to the interior, exercising constant vigilance to prevent attacks from hostile tribes. The venture was crowned with complete success. By gaining the highest selling prices for his goods and buying from the natives at the lowest prices, Captain de la Mar soon distanced his competitors in the trade. Danger and adventure thronged upon him during this period, but he reaped a satisfactory reward before his imitators had crowded the field. He kept a vessel busily engaged plying between New York city and the coast for three years, and was the pioneer in the section in which he traded, his operations being carried on principally on the Gambia and Great Juba Rivers, southwest coast of Africa. That which led him to abandon this trade was the climate. Several of the white men, whom he had brought to the coast, died every year from African fever, and he was himself frequently attacked. Finally, when his men lowered over the side of the vessel the body of his faithful mate, the last of the original white crew, he determined to return to New York, and in 1878, sold his outfit to an English company.

At this time, the mining excitement at Leadville and throughout the Rocky Mountains was attracting the attention of the country. Something in a miner's life appealed irresistibly to Captain de la Mar's adventurous spirit. Repairing to the West, he reconnoitered the country and had the sagacity to decide, without delay, not to be governed by the impulses of the amateur miner and follow the blind rush to new "diggings," but on the other hand to acquire a sound knowledge of metallurgy and chemistry, in order more judiciously to invest his means. He therefore returned to Chicago, engaged the services of a professor, and devoted himself assiduously to study. At the end of six months, he had become sufficiently educated in mining engineering, analysis and assaying. He then bought the Terrible lead mine in Custer county, Col., for \$3,500,

worked it profitably until 1886, and sold the mine to The Omaha & Grant Smelting & Refining Co., for a handsome profit. Two years of travel among the mining camps resulted finally in locating on a mountain, six miles west of Silver City, Idaho, where he bought a group of claims for a small sum. By filing a number of other claims, he came into control of a property a mile long and three-fourths of a mile wide, covering the whole mountain. Many large veins of gold and silver were discovered on this property by means of tunnels driven through the mountain, and the owner sold half of his interest in 1891, after he had taken about \$1,500,000 from the mines, to The De Lamar Mining Co., of England, for \$2,000,000.

He was an active worker for the admission of Idaho as a State and in 1891 served as State Senator in the first Legislature, where he occupied the chairmanships on Finance, Railroads and Constitutional Amendments. On adjournment, he decided to leave Idaho and retire from business, much against the wish of the representative men of his State, who were anxious to have him enter the political field, assuring him of hearty co-operation in securing the highest honors in the gift of the State. But politics being distasteful to him, he removed his residence to New York city, where, May 18, 1893, he married Nellie Virginia Sands, whose mother belonged to the old Virginia Adams family and was a direct descendant of John Quincy Adams, and whose late uncle, Dr. Henry Burton Sands, left behind him a record as the greatest surgeon of his time.

In February, 1893, Captain de la Mar, concluding that mining life had not lost all its fascination for him, once more embarked in mining, this time in southeastern Nevada, where he made extensive purchases, and is now building large reduction works, telegraph lines and waterworks, and is employing a large number of men. He has also built reduction works in Colorado's great gold field, called Cripple Creek, near Colorado Springs. Occasionally visiting his Western enterprises, he spends his summers on his yacht. He is of a retiring nature, and a member of only one club in this city, the New York Yacht club. Like the great Hiram S. Maxim, he believes in aerial navigation, and is devoting considerable study to this subject, believing that the conquest of this most difficult problem is among the possibilities of the future. In the event of non-success in this special venture, he will leave behind him, nevertheless, a record of having added many millions to the gold and silver reserves of the world, and of building three prosperous mining towns on sites where he scarcely found more than a man and a dog on his arrival, viz.: Ilse, Colorado; De Lamar, Idaho; and De Lamar, Nevada. The latter two were christened after him by his appreciative employés.

Although so actively engaged in business pursuits, Captain de la Mar has not lost sight of the refinements of life, and takes especial pleasure in the collection of fine paintings, of which he has now a number of masterpieces, painted by the best European and American artists.

CORNELIUS HENRY DE LAMATER, manufacturer, born Aug. 30, 1821, in Rhinebeck, N. Y., died in this city, Feb. 7, 1889. On his father's side, his ancestors were Huguenots. His mother was Scotch; her maiden name being Douglas. He was an only child. Beginning life in a hardware store in New York city, kept by a Mr. Swords, he was only there a few years, when he left to become a clerk in The Phoenix Iron Foundry, of which James Cunningham was proprietor. When about twenty-one

years of age, he took the foundry and two years later moved to the foot of West 13th street, and about 1851 founded The De Lamater Iron Works. They had run the works about four years when Mr. Hogg, his partner, wishing to embark in sugar refining, sold out his interest to Mr. De Lamater, taking his notes in payment. Before these fell due, Mr. Hogg urged payment of them in cash. Mr. De Lamater complied, in order to accommodate him, and thereby became so embarrassed that he had to ask an extension of five years from his creditors, they taking his notes for that length of time with interest. A little over two years later, the Civil War broke out, giving a great impetus to the foundry business, and work became so remunerative that Mr. De Lamater rapidly made money, and when the notes were two and one half years old he took them up with interest. Owing to an intimate friendship with Captain John Ericsson, Mr. De Lamater built the engines for the ship Ericsson, the largest hot air engines ever manufactured. The ship proved to be both a commercial and a mechanical failure. The investors lost heavily, one of them being ruined. Captain Ericsson and Mr. De Lamater continued to experiment with hot air engines, however, for many years, at heavy cost. About 1875, Mr. De Lamater designed the present style of Ericsson hot air pumping engine, which is closed, with a vertical cylinder, and uses the same air over and over again. This engine is now in extensive use all over the country. Mr. De Lamater was a pioneer in many respects. The Iron Witch, the first iron wheel steamboat on the Hudson, and the Matanzas, the first iron ocean-going steamer built in America, were both constructed by him, and he led in the manufacture of screw propellers for many years. He also built the engine for the first Monitor, waiting for payment until the boat had been tested in action. Later, he built the machinery for a large number of monitors, and the hull and machinery for the Dictator, at that time the largest of her class. Government work brought no profit, owing to the rapid increase in cost of labor and material, but it did bring reputation and rendered his work for private individuals lucrative. A natural sequence to engine building was the acquirement of a large interest in steamship property, and Mr. De Lamater joined with H. B. Cromwell and C. H. Mallory in the lines running to Galveston and New Orleans. One of the undertakings which illustrated his energy was the contract he filled for the Spanish Government for furnishing thirty gunboats inside of eight months. Since 1889, general business has been discontinued at The De Lamater Iron Works, and operations are confined to hot air engines, by a son, William De Lamater, and his brother in law, Leander A. Bevin, the present proprietors. Mr. De Lamater married, when twenty-two years old, Ruth O. Caller. They had seven children, one girl dying in infancy. Six are living at the present time, five daughters and one son. He was Rapid Transit Commissioner, a member of the Union League club, and for many years prominent as a member, and at one time president, of The General Society of Mechanics and Tradesmen.

JOHN DE LAMATER, builder, born in New York city, July 30, 1792, died here Dec. 21, 1877. His great grandfather came to this country from France, with other Huguenots, about 1700. Learning the carpenter's trade, he followed this industry all his life, and helped build many of the large warehouses and public edifices of his times. He was one of the prominent men who, about 1835, moved from Greenwich, in the old 9th Ward, to the 16th Ward. For more than fifty years, after the common schools were instituted in this city, until his death, he was connected with those useful institutions,

either as founder, commissioner, inspector, or trustee, and he devoted the last twenty years of his life to the schools of the 16th Ward. He represented the 9th Ward as Alderman in 1834 and 1835. He was a charter member and director of The Greenwich Bank, The Greenwich Savings Bank and The Greenwich Insurance Company. By his marriage with Eliza Ostrander, of Walden, N. Y., he became the father of Samuel, Benjamin, Charles H., and John W. De Lamater and Mrs. Eliza H. Allason and Mrs. Harriet Myers.

JOHN F. DELAPLAINE, lawyer, oldest son of John F. Delaplaine, was born in New York city, April 24, 1815, and died at his home, No. 27 East 63d street, Feb. 14, 1885. His father, an honorable, enterprising and successful shipping merchant, like so many others of the founders of families on the Island of Manhattan, purchased large blocks of land in this city when the price was low, both in town and in the outlying districts north of the center of the city, and gained a second fortune from the rise in value of his property alone. He possessed not only the piers on the East River from Burling Slip to Fly Market Slip, but lots and buildings on Broadway, the Bowery, Monroe, Rivington and Pike streets, and some in Brooklyn, New Jersey and elsewhere. The son graduated from Columbia College and studied law but never practiced. His time was fully occupied with the management of his father's estate. While William H. Seward was Secretary of State, Mr. Delaplaine was appointed Secretary of the American Legation at Vienna, which position he held for nearly twenty years. At Vienna, he was noted for his hospitality. Thoroughly versed in the continental languages, he gave many entertainments cosmopolitan in their character. While in Vienna, he made a notable collection of pictures, statuary, clocks and other works of art. He returned to New York in 1884. He died unmarried, and his fortune descended in part to two daughters of his brother Isaac, but a large sum was given to charitable institutions.

DAVID A. DE LIMA, commission merchant in the South American trade, born in the Island of Curaçao, Dutch West Indies, Feb. 19, 1837, died in New York city, May 5, 1891. He was of Dutch descent, his ancestors coming from Amsterdam to Curaçao in the latter part of the seventeenth century. He received his education in the island, and there also began his business career. He was married in 1860 to Sarah Wolff, daughter of Ralph Wolff and Judith Pinto, who, with five children, survived him. His sons are Elias, Edward and Charles, and his daughters Esther and Lyllia. In 1870, Mr. De Lima came to this country, and, with a capital of \$10,000, established a commission house, which, by dint of great perseverance, he gradually built up into one of the most important in its line. He was a sound, conservative and enterprising merchant, limiting himself strictly to his own affairs, and avoiding always all temptations of outside enterprises. Since his death the business has been continued by his oldest son and his son in law, under the firm name of D. A. De Lima & Co. During the years 1870-74, and 1877-78, Mr. De Lima represented the Dominican Republic in this city, as its Consul General. While acting in this capacity, he did everything in his power to secure the annexation of Santo Domingo to the United States. He was a director of the Board of Trade and Transportation, and The Panama Railroad, and a member of the Chamber of Commerce and Coffee Exchange.

JOHN DELMAR, realty owner, was born in Ireland, Sept. 6, 1838. The family moved to the United States in 1849, locating in Brooklyn. Mr. Delmar's first venture

on his own account was, in 1860, the sale of milk, his office being at the corner of Second avenue and 9th street. After three years in this trade, he entered politics, for which his countrymen have a passion (and these two cities present such great opportunities), and became chief clerk to the Superintendent of the Poor in Brooklyn. Elected Justice of the Peace in 1867, and twice re-elected, he became County Clerk in 1876. This office gave him an acquaintance with the values of real estate in Brooklyn, and led him in 1881 to open a real estate agency at the corner of Fifth avenue and Ninth street in that city. A large amount of property has been transferred through his office, and by investments of his own, mainly near Prospect Park, he has gained a fortune. He is the leader of the Democrats of the Twenty-second Ward of Brooklyn, and is a director of The City Savings Bank and The Fifth Avenue Bank, and president of The Citizens' Electric Illuminating Co., all of Brooklyn, and is connected with The Knickerbocker Steamboat Co. and other enterprises. He served in the old volunteer fire department, and was foreman of Hose Co. No. 14, for several years, and for twenty-five years director, and for the last seven years treasurer, of the Widows and Orphans fund of the old department.

CHARLES C. DELMONICO, restaurateur, born in 1840, died near Orange, N. J., Jan. 5, 1884. He belonged to a family long famous as restaurateurs and wine merchants, who came to this country from Switzerland early in this century. The great reputation which the Delmonicos acquired as caterers was largely due to the ability and untiring efforts of Lorenzo Delmonico, who was distinguished for his politeness and the excellent cooking and purity of the wines supplied to patrons. François and Siro Delmonico, his brothers, were associated with him in business, François, in fact, being the proprietor of the original restaurant on William street. One or two restaurants were always maintained down town, as well as one up town. To this business Charles succeeded, rising to its head after the death of Siro and Lorenzo in 1881. Under his administration, the large banquet hall in the upper part of the up-town restaurant became the scene of many important balls and functions in social life, and of a constant succession of notable public banquets, and famous throughout the United States and Europe. The Chamber of Commerce, The New England Society, and other great organizations have held their annual banquets here for years, and nearly all the most conspicuous men in the United States have been heard at public dinners there. Mr. Delmonico's fortune descended to collateral relatives.

LORENZO DELMONICO, the most famous restaurateur and caterer of the United States, born in the Canton of Ticino, Switzerland, March 13, 1813, died in Sharon Springs, N. Y., Sept. 3, 1881. He came to America at the age of 19. His uncles had established a small candy store at No. 23 William street, and Lorenzo was taken by his unwilling relatives into their employment. This proved afterward of great advantage to them. In 1833, the first Delmonico restaurant was opened, only to be burned in the great fire of 1835. They started again at No. 78 Broad street, with a lodging house attachment. This new restaurant was burned in 1845, and next year a new one was opened on Broadway at Morris street. The finest cooking and finest wines in the city soon made this place famous and the best in the city. About 1856, it was removed to the corner of Chambers street. Later, the famous café at the corner of Fifth avenue and 14th street was established, followed by the restaurants at No. 22 Broad street, the one on Fifth avenue at 26th street, and one at No. 112 Broadway. In 1876, the branches

at the corner of Chambers street and 14th street were discontinued. The management of the great business devolved entirely upon Lorenzo Delmonico, who was distinguished by his courtesy and business ability. He lost about half a million of money in 1861 by a speculation in petroleum, but paid the debt in full in a few years. While married, he had no children, and his business descended to his brother Siro and his nephew Charles.

WILLIAM DEMUTH, merchant and manufacturer, born in Germany in 1835, is the son of Zacharias Demuth, who was engaged in the insurance business. After his education, ambition at the age of seventeen led him to the new world, and in New York he entered the business of importing smokers' articles. After years of conscientious attention to the interests of his employer, he foresaw the greater possibilities of manufacturing on his own account, and with enterprise opened a small store and factory in Liberty street. These quarters, ample at the beginning, became, through the energy instilled into the business, too contracted, and he found larger and more prominent quarters on Broadway. Here, by honorable business methods and untiring zeal, he has built up a business which is the largest of its kind. Mr. Demuth has demonstrated to the world the superiority of American made smokers' articles, not alone through exhibits at the Centennial and Chicago World's Fairs, but also by entering, as it were, the lion's den, and taking away the gold medal at Paris. His creation and enlargement of the industry in this country have naturally made him an ardent Republican and protectionist.

CHAUNCEY MITCHELL DEPEW, LL.D., president of The New York Central & Hudson River Railroad, descends through remote paternal ancestors from French Huguenots, who were among those who came to America in the early days of the country and founded the village of New Rochelle, in Westchester county. His mother, Martha Mitchell, was of illustrious and patriotic New England descent, being a member of the family to which belonged Roger Sherman, a Signer of the Declaration of Independence, and he is a lineal descendant of the Rev. Josiah Sherman, Chaplain of the 7th Conn. Continental line, and Gabriel Ogden of the New Jersey militia, both of whom served in the American Revolution. The ancestors of Mr. Depew settled in Peekskill, N. Y., two hundred years ago, and the farm they then occupied yet remains a family possession.

Mr. Depew was born in Peekskill, April 23, 1834. He received an education in his native village and graduated from Yale College, with honors, in the famous class of 1856. Returning to Peekskill, he studied law with the Hon. William Nelson and was admitted to the bar in 1858. Successful from the start, interested in the higher politics and the national issues of the day, and a passionate lover of human liberty, he joined, while yet a young man, the new Republican party, then rising from the ruins of the old Whig organization, and became one of its most active champions. His talents being promptly recognized, he was chosen a delegate to the State Convention in 1858.

In 1860, Mr. Depew took the stump for Abraham Lincoln. He made many speeches and displayed a solidity of logical argument, a brilliancy of wit, and a power of holding the steadfast attention of an audience, which placed him at once among the successful orators of the period. Elected by personal popularity to the Legislature in 1861 and 1862, in spite of Democratic ascendancy in his county, he revealed extraordinary abilities during his two terms in that body, and was seen to be a man with a great and brilliant future. In 1863, he was elected Secretary of State by 30,000 majority, reversing the majority of the year before for Horatio Seymour as Governor. Declining a renomina-



Chamney W. DeForest.

tion, as well as the position of Minister to Japan, tendered him by Secretary Seward, he resumed the practice of law.

In 1866, his abilities having attracted the attention of Commodore Vanderbilt and of his son, William H. Vanderbilt, Mr. Depew was appointed attorney for The New York & Harlem Railroad. In 1869, he was made attorney for The New York Central & Hudson River Railroad and afterward a director. This was the period of the development of the Vanderbilt system of railroads. Mr. Depew was a constant adviser of the Vanderbilts, and by his good judgment and excellent advice maintained their constant respect and friendship. In 1875, he was made General Counsel for the entire system and a director in each one of the roads.

His growing popularity led to his being named, in 1872, by the Liberal (or Greeley) party of New York, for Lieutenant Governor of the State, but he shared in the defeat of his colleagues, and, the Liberal party having run its course, he again became an ardent Republican.

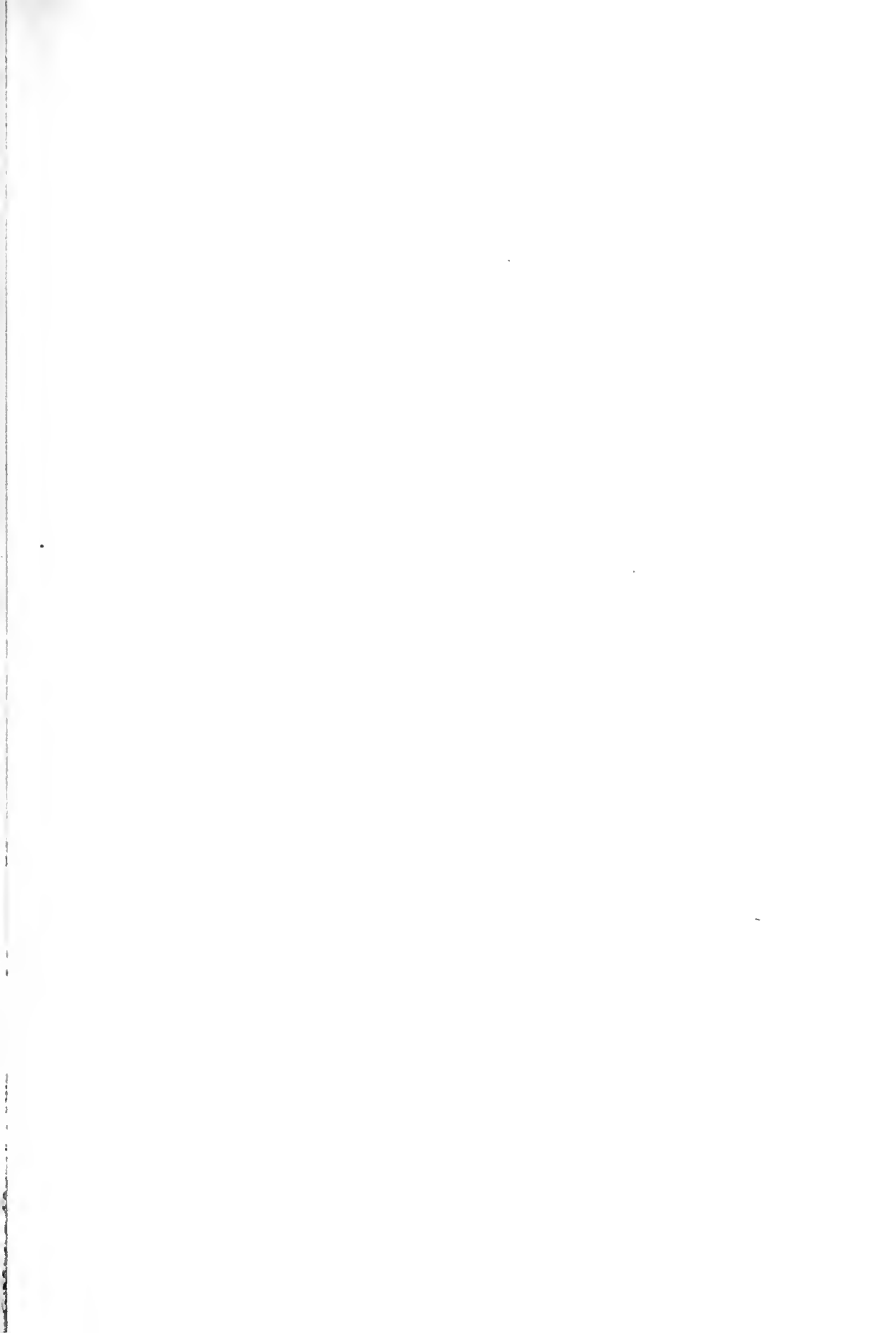
In 1885, he was prominently named for United States Senator, and, although reluctant, assented to the use of his name in the contest, which took place over filling the vacancies caused by the resignation of Senators Conkling and Platt. In the joint meeting of the Legislature at Albany in the early part of 1885, there was a stirring contest. Mr. Depew's name gradually made its way to the front among those who had been nominated, until on the nineteenth ballot it came within ten votes of an election, and on the thirty-fourth ballot it was yet as near to the goal. On the fortieth ballot, his strength yet undiminished, Mr. Depew withdrew.

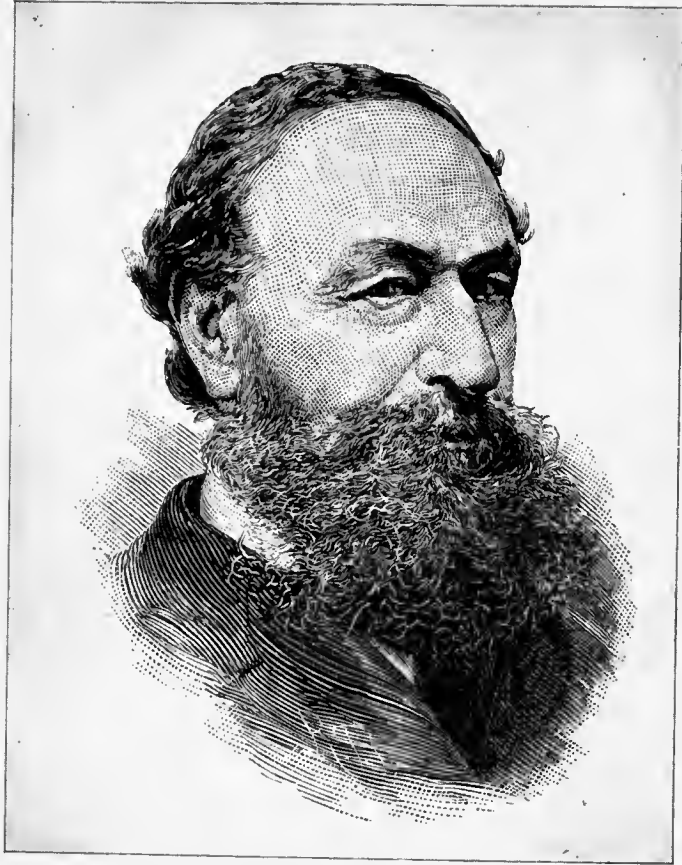
In 1884, he was tendered an election as United States Senator by all factions of the Republican party, and would have been elected without opposition had he not become so committed to business obligations as to be compelled to decline.

In 1885, Mr. Depew, after three years of service as vice president of The New York Central Railroad, was elevated to its presidency. While thus given a position of great influence in the business world, his growing reputation made him eligible for greater political honors than any for which he had yet been named. In 1888, he was the candidate of the Republicans of New York State at the National Convention of the party for President of the United States. He received the solid vote of the New York delegation, but withdrew his name. President Harrison offered him the position of Secretary of State, to succeed Mr. Blaine, but Mr. Depew again declined.

He is now president of two railroads of the Vanderbilt system and a director in twenty-eight others, besides being a director in The Wagner Palace Car Co., The Union Trust Co., The Western Union Telegraph Co., The Equitable Life Assurance Society, The Western Transit Co., The West Shore & International Bridge Co., The Morris Run Coal Mining Co., The Clearfield Bituminous Coal Corporation, The Hudson River Bridge Co., The Canada Southern Bridge Co., The Niagara River Bridge Co., The Niagara Grand Island Bridge Co., The Tonawanda Island Bridge Co., The American Safe Deposit Co., The New York Mutual Gas Light Co., and The Brooklyn Storage and Warehouse Co.

Mr. Depew stands extremely high socially, and is a member of many of the first class clubs of New York city, including the Union League, Metropolitan, Lotus, University, Century, Lawyers', Tuxedo, Republican, Press, Players' and Quaint. He is also a member of several yacht clubs and societies. He was president of





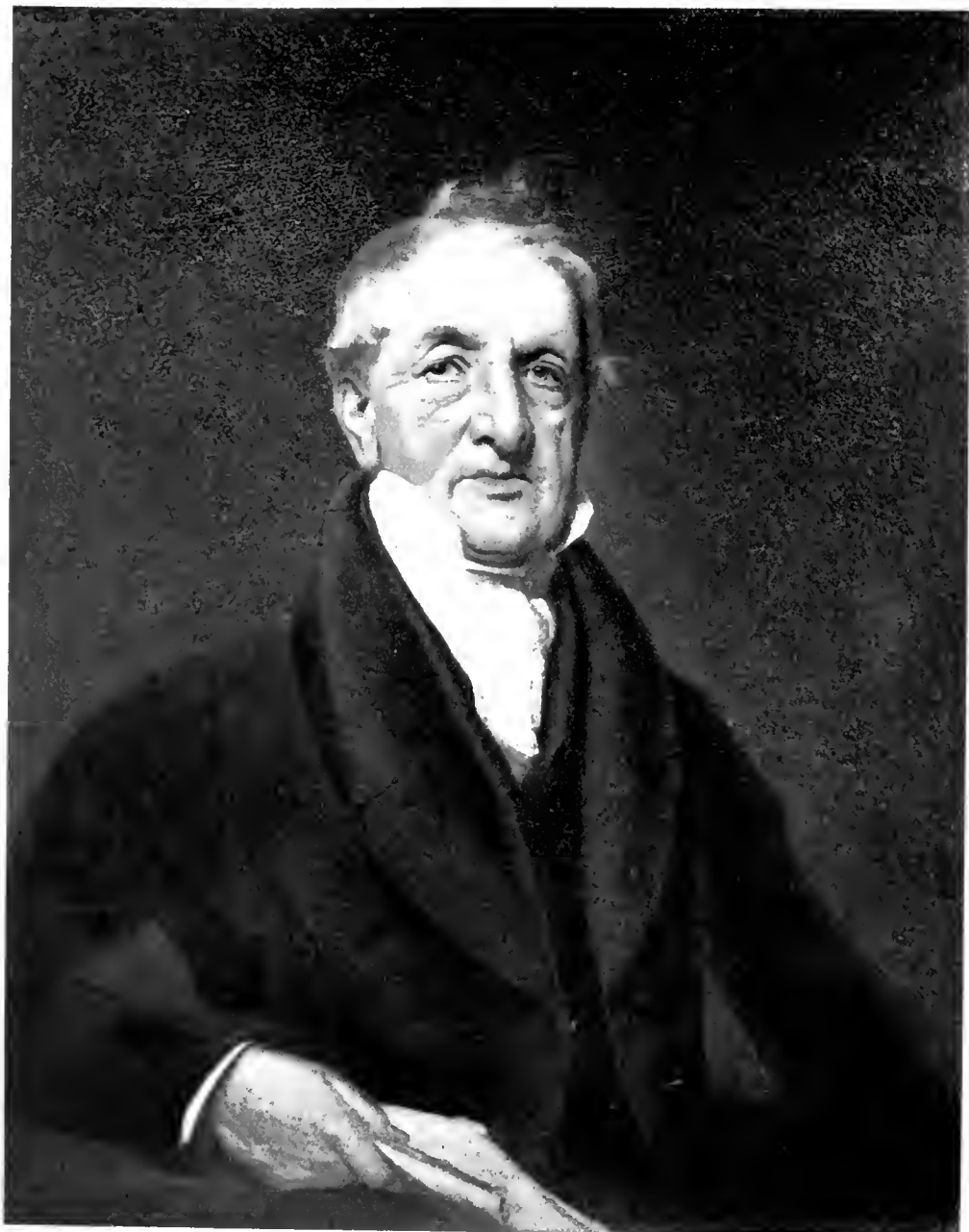
Fredric de Peyster





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John Watts.





J. W. W. W. W. W. W.

The Union League Club for seven years, a term longer by several years than that given to any other occupant of this distinguished position; declining a re-election, he was made an honorary life member. He was for ten years president of The Yale Alumni Association, and at the close of his decade of service, was elected an honorary member for life. He is president of the local Society of the Sons of the American Revolution.

While a successful lawyer and business man, Mr. Depew is, if possible, more widely known as one of the most brilliant and entertaining of the orators of this generation. For over thirty years he has been continually in demand for addresses at public dinners and in celebrations of public moment of the most important and impressive character. He has probably been invited more times than any other man in the United States, to speak to public assemblages. His presence as a speaker ensures the success of any celebration; and his wit, scholarship, strength of argument and clearness of exposition, never fail to charm and delight his hearers. He is without an equal in America as an after dinner orator.

FREDERIC JAMES DE PEYSTER, lawyer, born in this city, Feb. 5, 1839, is a son of Capt. James Ferguson De Peyster, and his wife, Frances Goodhue Ashton. The men of the family have been prominent as land holders, and in public affairs for 250 years. He graduated from the College of the City of New York, and fitted himself for the legal profession at Columbia Law School. Mr. De Peyster is exempt from the necessity of daily toil, and devotes his abilities to the study of history, public lectures and addresses, and the management of various societies. He is president of The Society of Colonial Wars, The St. Nicholas Society, and an officer of various charitable institutions. For many years president of The Archæological Society, he took a leading part in the founding and building of an American school of classical study in Athens. Oct. 10, 1871, he married Augusta McEvers Morris, daughter of William H. Morris, of Morrisania.

JOHN WATTS DE PEYSTER, Brevet Major General, State of New York, was born March 9, 1821, at No. 3 Broadway, New York city, the only child of Frederic De Peyster and Mary Justina, youngest daughter of the Hon. **JOHN WATTS, II**, and Jane De Lancey. The history of his ancestors on both sides, his blood relatives and connections, was the history of New York, down to the close of the Revolution; on his father's side, "through six generations, from father to son, each a leader of men in his day, and charged with civic trusts when public life meant honorable fame." The grandfather on his mother's side, John Watts, *vir equanimitatis*, who was the last Royal Recorder of, and founder and endower of The Leake & Watts Orphan House in, the city of New York, was born in that city, Aug. 27, 1749 (O. S.), and died there, Sept. 3, 1836 (N. S.). He was the second son of the Hon. John Watts, I., president of the King's Council, first president of The New York City Hospital, etc., and in high favor and respect with the Home Government, in consequence of which he was put under the ban, and his ample fortune, among other properties his beautiful country seat about Twenty-first street on the East river in New York city, confiscated by the Revolutionary authorities. A portion of this property was purchased from the Committee of Sequestration by John Watts, II. (not restored, as often falsely stated), perhaps owing to the fact that his brother Robert married Mary, daughter of William Alexander, titular Earl of Stirling, Continental Major General, whose grandmother was daughter of Johannes, first De Peyster in this country.

Frederic de Peyster, *vir auctoritatis*, was born in New York, Nov. 11, 1796, and died at Rose Hill, Dutchess county, N. Y., Aug. 17, 1882. He was sixth in descent from Johannes, who was Schepen, 1655-65, Alderman under the English and Burgomaster under the Dutch administrations, Deputy Mayor 1677, and appointed Mayor the same year, but declined. His two sons, Abraham and Johannes, were Mayors of New York, the former 1691-95, the latter 1698-99. Abraham was the most distinguished of the family, of superior ability and worth: Colonel, commanding Regiment of New York city Troops, horse and foot, 685 men, in 1700, Alderman 1685, Mayor 1691-95, Assistant Judge of the Supreme Court 1698, Chief Justice 1700, President of the King's Council and, as such, Acting Governor 1701, Treasurer of the Provinces of New York and New Jersey 1706-1721, confidant of New York's best Royal Governor, the Earl of Bellomont, and friend of William Penn. He was born July 8, 1657, and died Aug. 2, 1728.

Frederic de Peyster's three grandsons served in the Union Army during the Slaveholders' Rebellion, and two lost their lives in consequence. The eldest, John Watts de Peyster, jr., was Major, 1st New York Volunteer Artillery, and brevetted Colonel, U. S. V., principally for distinguished conduct at Chancellorsville. The second, Frederic de Peyster, jr., was brevetted from 2d Lieutenant to Major, U. S. V., and to Colonel, N. Y. V., especially for gallantry, etc., at first Bull Run, 1861; and the third, Brevet Lieutenant Colonel, U. S. V., and Colonel, N. Y. V., for general merit and for having had the signal opportunity of hoisting "the first American flag" over the Capitol of captured Richmond, April 9, 1865.

John Watts de Peyster is as much a self-educated man as a majority of those who have won that reputation, and through study and observation and reflection, assisted by marvellous memory, his forecasts and judgments in matters to which he has given his attention have proved almost infallible. A catalogue of his literary, historical and scientific works, by no means complete, in the Annual Reports of the American Historical Association, occupies more than a dozen pages. These works have won for their author all the university degrees, honorary or corresponding memberships or fellowships, in historical, literary and scientific societies, at home and abroad, and many valuable medals and decorations, the latest—the "Gold medal, for 1894, of the Society of Science, Letters and Art, of London," "for scientific and literary attainments." In the military service of the State of New York he rose to the rank of Brigadier General, and is the first officer so appointed by any Governor individually, his every promotion having been made for special services, and, in 1866, he was commissioned Brevet Major General, "for meritorious services rendered to the State and the United States prior to and during the Rebellion," by special act or concurrent resolution of the State Legislature, and he is the first and only officer receiving such a distinction from the State of New York or any State. By inheritance from his grandfather, John Watts, he was the last Patron or owner of the lower Claverack Manor and other lands in Columbia county, N. Y., virtually confiscated by the Legislature pandering to Anti-Rent, and through his father of extensive hereditary lease-lands in the county of Dutchess, N. Y.

NICHOLAS DE PEYSTER, who died in New York city, Feb. 17, 1889, was a direct descendant of Johannes De Peyster, first of the name in New York, 250 years ago. Nicholas was educated by private tutors. He inherited large means from the De Peyster estate, but increased it by his own efforts. In 1849, he went to California,

where he was exceedingly successful. After his return to the East, he spent much time in foreign travel. In 1870, he was married to Miss Marianna Moore, and his wife and one son, William D. De Peyster, survived him. He was, at different times, a member of the St. Nicholas, New York, Century and American Yacht clubs.

CHRISTIAN EDWARD DETMOLD, civil engineer, born in Hanover, Germany, Feb. 2, 1810, died in New York city, July 2, 1887. Graduating from a military academy in Hanover, he came to America in 1826, intending at first to enter the Brazilian Army, but subsequently adopting the profession of civil engineer and settling in New York city. A man of very energetic nature and ingenious mind, he made a number of surveys in the South; drew plans in 1828 for the first locomotive engine built by the Messrs. Kemble; constructed The Charleston & Hamburg Railroad in South Carolina, one of the first in the country; and in 1833 and 1834 laid the foundations of Fort Sumter under the direction of the War Department. Later, he constructed canals in Maryland and Pennsylvania, and built the Crystal Palace in New York city, on the site of what is now the Fifth avenue reservoir, completing it in 1853. He then purchased a large interest in coal mines in Pennsylvania, and engaged in manufacturing iron, in which he made valuable improvements. He built the works of The New Jersey Zinc Co., at Newark, N. J., being president of the company, and developed the manufacture of spiegel iron from the residue of zinc ore. Failing health finally compelled him to seek recreation abroad, and he spent a number of years in Paris, returning to New York in 1885. At one time he served upon the committee for investigating the Tweed frauds. He was a member of the Century and Union League clubs, and gave evidence of literary ability by translating the principal writings of Machiavelli. His wife, Phœbe L. Crary, and two daughters, survived him, the latter being Wilhelmina Emilie, wife of Count Gaston d'Arschot, Chargé d'Affaires for Belgium, at Washington, and Zella Trelawney, wife of Joseph Lentilhon.

JACOB GERHARD DETTMER, manufacturer, was born in Piqua, O., Aug. 31, 1845. He is of German descent and a son of Justus G. Dettmer, who emigrated to Ohio from Hanover, Germany, in 1829. A bright student at the local high school, Jacob learned the dry goods trade as a clerk in Troy, O., and was made a partner two years later, in Steil & Dettmer. In 1866, he moved to St. Louis, to embark in a wholesale woolen goods trade, as junior in the firm of Reiter, Steil & Co. While adherence to one line of business is usually the best guarantee of success, Mr. Dettmer improved his position materially in 1871, by coming to New York and engaging in the manufacture of cream of tartar, tartaric acid, baking powder and other grocers' sundries in The Royal Baking Powder Co. and The New York Tartar Co. He retired in 1886. He is a director of The Bedford Bank, The People's Trust Co. and The City Savings Bank of Brooklyn, and now a large owner of excellent real estate. He makes his home in Brooklyn, where he has joined the Hamilton, Union League, Montauk and other clubs and societies.

CHARLES DEVLIN, contractor, a native of Lurgan, Ireland, born March 15, 1805, died in New York, Feb. 1, 1881. His ancestors had dwelt in the same part of Ireland as he for generations, and had fought and bled in the struggle for freedom. He came to this country at the age of twenty-seven, finding occupation as an apprentice and then as a journeyman baker. By careful saving, he soon gained the capital to start in the baking business on his own account. Honest and hard working, he was prospered

greatly. About 1850, through being compelled to finish a piece of work, undertaken by a contractor, who had defaulted and for whom he had given security, he became a contractor himself. His first signal success was a contract for building part of The Hudson River Railroad, and he then engaged in the construction of sewers and other public works, including the greater part of the heavy grading and rock cutting in Central Park. In time, he grew to be one of the best known contractors in the country. In politics a Democrat, he served the city twice as School Commissioner. A famous dispute arose in 1857, when Fernando Wood appointed him a Street Commissioner. The Governor having appointed Daniel D. Conover a Street Commissioner at the same time, a conflict of authority followed, celebrated in the municipal history of the city. Such intellectual giants as Charles O'Connor, James T. Brady and David Dudley Field engaged in the battle. The Mayor's appointee won. The Hackley street cleaning suit against the city, which occupied the courts for upward of thirty years, was carried on by Mr. Devlin as assignee of Andrew J. Hackley, and has been recently argued by the Court of Appeals on behalf of John B. Devlin, executor. Mr. Devlin came into prominence in 1871, as one of Tweed's bondsmen for \$300,000. Although then considered worth \$2,000,000, his liberality led him into difficulties, which in 1878, ended in his bankruptcy. In the settlement of his estate, upward of \$300,000 in notes, for money he had lent to friends, were sold for \$39. On receiving his discharge from bankruptcy, Mr. Devlin resumed work as a contractor, paid his legitimate creditors in full, and at the time of his death again ranked as a man of wealth. He was never connected with corporations, but was a large holder of real estate. By his marriage in this country with Mary Mackin of Dromore, Ireland, he had six children, Charles B., John B. and Joseph A. Devlin, and Mrs. Mary Tully, Mrs. Isabel Bram and Mrs. Frances Croft.

FREDERICK WILLIAM DEVOE, merchant and manufacturer, is a native of New York city, where he was born Jan. 26, 1828. He descends from a very ancient family, whose share in public affairs has been so conspicuous, that it can be traced back in history for fully eleven centuries. The name has undergone changes in process of time, and has been spelled De Voe, De Veau, de Veaux, de Vaux, and otherwise. It seems to have been derived from the district of Vaux in Normandy, the original seat of the family. Various possessors of the name were of high rank and related to royalty by marriage.

The first member of the family to find his way to America was Matheus de Vos, a Huguenot, who found in the new world the liberty of conscience denied to him in France. He was a resident of New Amsterdam with his family at least as early as 1653, and came into prominence as a notary and attorney in the Court of Burgomasters and Schepens. Daniel and Nicholas de Vaux came to America later and settled in Harlem. Their brother, Frederick de Veaux, ancestor of the subject of this sketch, a native of Annis, in France, fled from his native land with his father's family to escape massacre by the King's troops. He grew to manhood in Manheim, became a merchant, and emigrated to New York in 1675. He settled in Harlem with his brothers, and there married Hester Terneur, daughter of Daniel Tourneur, and thus came into possession of a tract of land, known later as the Cromwell farm, near the Central bridge. For several generations the persons in this line were farmers and owners of land, now enormously valuable. Frederick De Veaux made several purchases, from time to time, and acquired 184 acres, comprising a neck of land at the bridge at McComb's Dam, a farm



J. M. Deane

in Morrisania, and two farms at New Rochelle, these last containing 300 acres. He died in 1743 in Morrisania. His oldest son, Frederick de Voe, jr., born in 1684, died in 1753, leaving a large estate. Frederick de Voe, son of the latter, born about 1710, settled upon a farm on the Philipse manor, below Yonkers. When the Revolution occurred, he was too far along in years to bear arms, but his son John was a soldier in the southern battalion in the town of Yonkers. The family suffered the loss of all their possessions for their loyalty during the War. After the peace, John bought 136 acres of the old Philipse manor, and there dwelt the remainder of his days. In 1779, he married Rebecca De Voe, a daughter of his father's half brother Daniel. Eleven children were born to them, of whom John was the father of the subject of this sketch. John De Voe possessed the martial spirit of his father, and served a part of the first year of the War of 1812 in the regiment of Lieut. Col. Jonathan Varian. In 1807, he married Sophia, daughter of Thomas Farrington, of Mile Square, in Yonkers. Of his family of ten children, Frederick William De Voe was the youngest.

Frederick was educated in private schools, and in 1843 became a clerk in the country store of his brother Isaac, in Spotswood, N. J. The training in these country stores is always an excellent one, and Frederick was well equipped for more important labors, when, in 1846, he returned to New York city to enter the store of Jackson & Robins, drug and paint brokers on Wall street. This engagement proved congenial to him and fixed his occupation for life. His brother John was a junior partner in the firm, who were engaged in the trade of paints, varnish and oils, succeeding the old house of William & Gerardus Post, at the corner of Water and Fletcher streets.

In 1848, Frederick improved his position by becoming clerk for Butler & Raynolds. He was able, diligent and ambitious, and, by 1852, felt sufficiently confident of himself to undertake business on his own account, and formed the firm of Raynolds & Devoe. In 1855, the firm established their store on Fulton street, succeeding Schanck & Downing in the paint and varnish business. The partners displayed all the qualities which are necessary to business success and made their way steadily.

In 1864, the firm reorganized as F. W. Devoe & Co. They have made steady progress until the present time and during their history of thirty-one years have borne a high reputation for enterprise and business honor.

For several years Mr. Devoe was also engaged in refining petroleum and the shipment of it in cans and cases. His product, called "Devoe's Brilliant Oil," enjoyed a very extended sale, and was shipped to Germany, the Mediterranean, the East Indies, Australia, China, and the Pacific coast, besides having a large sale in the United States. This branch of the business was afterward carried on under the name of The Devoe Manufacturing Co., and was sold, in 1873, to other owners. Although thus largely interested in petroleum, Mr. Devoe was never in any way connected with any of the land companies formed for the production of crude oil.

Mr. Devoe has a natural taste for mechanics, and much of his machinery and factory plant were built after his own plans, during the early part of his career. In 1890, the business was incorporated under their former name, with Mr. Devoe as president. In 1892, by a consolidation of two concerns, the business assumed the name of The F. W. Devoe & C. T. Raynolds Co. Both firms were on Fulton street, occupying large stores nearly opposite to each other. The present company is one of the leading concerns in the country, and Mr. Devoe is its president and treasurer.

Mr. Devoe has little taste for political life, but has served his city and State acceptably in several official positions. He was appointed by Mayor Cooper, in 1880, a Commissioner of Education, and was reappointed by Mayors Edson, Hewitt and Grant. He resigned from the Board in 1891. His labors in this position were devoted to such changes and improvements in the course of study, as to render a public school education of more practical utility. His persistent efforts did much towards preparing the way for the industrial schools, which are now a valuable feature of the public school system.

Governor Hill appointed him in 1890 as a trustee of The Middletown Homœopathic Hospital for the Insane, in place of Fletcher Harper, deceased. Mr. Devoe is also a trustee of The New York Homœopathic Medical College and Hospital. In 1890, when the "Greater New York" commission came into existence, he received the honor of appointment as one of its members. To the duties of all these positions he pays close attention. The work to which he is most actively devoted is The New York Juvenile Asylum, of which he became a director in 1890, being elected vice-president in 1893. He is now its president.

He was married in 1853 to Sarah M., daughter of Walter Briggs. This union brought them five children. Two daughters died in infancy, and Henry Meyer De Voe, the only son, when eight years old. The family now consist of Mr. and Mrs. Devoe and two daughters, young ladies. They have a charming home on Jerome avenue, in Fordham, now a part of the Twenty-fourth Ward, opposite St. James's Episcopal Church. Mr. Devoe is strongly opposed to social club life, is fond of home life, and enjoys the respect of a wide circle of friends. He is a member of the Holland and St. Nicholas Societies, as well as of The New York Microscopical Society. The family possess cultivated musical taste, and are associated with several musical societies. Finally, it may be said that Mr. Devoe is one of the wardens of The Church of Zion and St. Timothy on West 57th street.

HENRY DEXTER, president of The American News Co., was born in West Cambridge, Mass., March 14, 1813, and is a son of Jonathan Marsh Dexter, a fur merchant. The latter was the oldest son of David Dexter, who, with his younger brother, the well known Dr. Aaron Dexter of Boston, professor in Harvard College, 1783-1829, was born in Malden, Mass., the original seat of the Dexter family in this country, where land, purchased in 1663, has been continuously held in the Dexter name to this day. They were sons of Richard, son of Richard, son of John, son of Richard Dexter, who seems to have fled from the massacre of the Protestants, which took place in Ireland in October, 1641, and who was probably descended from Richard De Exeter, Governor of Ireland in 1269. The subject of this biography was educated in West Cambridge, and in publishing houses in Boston and Cambridge. He removed to New York city in 1836, and carried on the hardware business for several years with the Whittemores, the inventors of the famous cotton card making machine. In 1842, becoming convinced of the capabilities of the wholesale trade in books, magazines, periodicals and newspapers, which his brother George had already taken up, he joined the latter and laid the foundations of the eminence, to which he has since attained. Mr. Dexter originated the conception of The American News Co., which he was finally able, with the aid of others in the same business, to realize in 1864. Under the enterprising management of himself and associates, this company has extended its operations to

every part of the United States and Canada, and transacts business in England, France and Germany, as well as South America and the East Indies. Its sales amount to more than twenty-five millions of dollars annually. Mr. Dexter, who has thoroughly grasped the principles of the business, is a clear headed man, of great purity of character. He has travelled extensively, both on this continent and in Europe, Egypt and Palestine. The family own a little less than 2,000 acres in the Adirondacks, which they use for a summer residence. Oct. 11, 1853, Mr. Dexter married Lucretia Marquand Perry, daughter of Orrando Perry of Easton, Conn. They have surviving a daughter and one son, Orrando Perry Dexter.

WATSON BRADLEY DICKERMAN, stock broker, born Jan. 4, 1846, is a native of Mount Carmel, Conn., and a son of Ezra Dickerman. Every drop which flows in his veins is derived from the Puritans of New England. The pioneer of the family settled in Massachusetts in 1635. Receiving an education in Williston Seminary, Easthampton, Mass., the young man found his first employment in the banking house of Jacob Bunn, in Springfield, Ill. This engagement fixed his occupation for life. In 1868, he joined the Open Board of Brokers in this city, subsequently consolidated with the Stock Exchange, and in 1870, with W. G. Dominick, established the brokerage firm of Dominick & Dickerman. He has been successful both in his business and in winning the confidence and entire good will of his fellow brokers. In 1890 and 1891, they elected him president of the Stock Exchange. He is president of The Norfolk & Southern Railroad, and director of The Long Island Loan & Trust Co. In 1869, he was married to Martha E., daughter of Samuel and Mary Phelps Swift, of Brooklyn. Their child, a son, died when two years old. The family make their home at Hillandale farm, near Mamaroneck, N. Y. Mr. Dickerman has joined the Metropolitan, Union League, Country, New York Yacht, and Brooklyn clubs.

PATRICK DICKIE, merchant, a native of Balquhine, Scotland, born June 26, 1793, died in this city, Nov. 16, 1877. A shrewd, wide awake young man, he began life in London, and came to the new world in 1817, establishing here the drug store in which he made his fortune. His trade was very extensive. Samuel Houston received aid from him in the form of medical supplies for the Texan army, and in his gratitude gave Mr. Dickie nearly 75,000 acres of land. This grant was repudiated, however, after the battle of San Jacinto. Mr. Dickie filled excellent contracts with the city government in New York. He was far seeing enough to invest his savings in local real estate; and a public garden, which he bought in 1820, at the corner of Broadway and Canal street, realized a million dollars in profits in the next forty-two years. Married to Susan Orr Perry, his children were Emma D., wife of Jasper T. Van Vleck; Serena D., wife of Charles I. Turrell; Charles P. Dickie, now deceased; Edward P. Dickie; Helen D., wife of Jay L. Adams; Horace P. Dickie, and Susan Dickie, now deceased.

JOHN BUMPSTEAD DICKINSON, merchant, born in New York city, June 29, 1814, died in Chicago, March 16, 1875. He lived with his uncle, P. K. Dickinson, in North Carolina, until about sixteen years of age, and then came to New York to connect himself with commercial pursuits, in which, from the outset, he was successful to a marked degree. For many years he was a member of the firm of Wakeman, Gookin & Dickinson, in the California trade, and amassed a large fortune. A director of The National Shoe and Leather Bank, The Union Mutual Insurance Co., The Broadway

Insurance Co., and The Brooklyn Dry Dock Co., and at one time president of The Tenth National Bank, he was also president of The Missouri, Kansas & Texas Railway and largely interested in The Brooklyn Ferry Co. His election to these trusts illustrated the integrity and ability of his character. Though reared an Episcopalian, he united in early manhood with the Methodist Episcopal Church, whose interests and welfare he loyally promoted. Mr. Dickinson was twice married, his first wife being Almira Cocks, sister of John D. Cocks, president of The Atlantic Fire Insurance Co. His second wife, who survived him, was Mrs. Mary C. Lowe, of Massachusetts, a lady of rare culture, well known for her lifelong work along educational, literary and philanthropic lines. Mr. Dickinson contributed largely to the benevolent enterprises of his church, and his private charities were numerous and unostentatious. As trustee and director, he managed the affairs of others with the same fidelity and prudence which marked the direction of his own business. Eight children survived him: Platt K., John P., Howard C., and Frank F. Dickinson; and Almira, widow of Benjamin F. Sherwood, of San Francisco; Adelaide, widow of Frank Harrison Carter; and Jane Vance and Mary Dickinson.

SIDNEY DILLON, railroad president, born in Northampton, Montgomery county, N. Y., May 7, 1812, died in New York city, June 9, 1892. His father was a farmer, and his maternal grandfather a soldier in the American Revolution. From the common school he went, while yet a youth, to a situation as errand boy on The Mohawk & Hudson Railroad, and afterward held a similar position on The Rensselaer & Saratoga Railroad. Next, overseer for the contractors, who were building The Boston & Providence Railroad, later he was employed as foreman and manager of work upon The Stonington Railroad, and foreman in some heavy rock work on The Western Railway of Massachusetts. Acquiring confidence, he made a bid for a section of the latter work, which he successfully completed in 1840. This was the beginning of Mr. Dillon's career as a contractor. He next took a heavy contract on The Troy & Schenectady Railway, employing for the first time a steam excavator; and after that time, either alone, or in association with others, he successfully completed a number of large contracts in the construction of railroads, including The Hartford & Springfield, The Cheshire, The Vermont & Massachusetts, The Central of New Jersey, The Boston & New York Central, and The Philadelphia & Erie roads. He was remarkable for energy, power of organization, and ability in the management of forces of men. In 1865, Mr. Dillon identified himself with construction work on The Union Pacific Railroad, and meantime filled several other important contracts. In 1869, Mr. Dillon laid the last rail which established railroad connection between the Atlantic and Pacific coasts. He was twice president, at intervals, of The Union Pacific Railroad, and held that position at his death, and was also intimately associated with various other railroad systems. He was a director of The Canada Southern Railroad, The Chicago, Rock Island & Pacific, The Delaware, Lackawanna & Western, The New York, Lackawanna & Western, The Manhattan Elevated and The Missouri Pacific Railways, The Pacific Mail Steamship Co., The Wabash Railroad, The Western Union Telegraph Co., The Mercantile Trust Co., The Safe Deposit Co. of New York, and other corporations. In 1841, Mr. Dillon married Hannah Smith, who died Dec. 6, 1884. Two daughters, Julia D., wife of J. Dwight Ripley, and Cora D., wife of Peter B. Wyckoff, survived him. While brusque in manner, as men of force sometimes are, he was clear

and direct in conversation, kindly and generous in his disposition, and highly respected.

WILLIAM B. DINSMORE, president of The Adams Express Co., was born in Boston in 1810, and died in New York city, April 20, 1888. Deprived of the advantages of early education, William went to work on a farm at the age of eleven, remaining there for three years, when he returned to Boston and obtained employment in a saddlery establishment. A few years later, he made the acquaintance of Alvin Adams, who sent him to New York to take charge of the Adams express business here. After a hard struggle, Mr. Dinsmore placed the local branch upon a good footing. His energy and power of application were remarkable. He afterward took John Hoey into his employment, and from that time these two men toiled untiringly to build up The Adams Express Co. In a few years, they had extended the route of the company to all parts of the country. Mr. Dinsmore was a large owner in the stock of the corporation. He was also a director of The American Exchange Bank, The Pennsylvania Railroad and The New York, Lake Erie & Western Railroad, and a member of the Union and New York clubs. A liking for the country led Mr. Dinsmore to establish a stock farm for Alderney cattle, as soon as he gained the means, and he made it the largest of its kind in the United States. His wife, Augusta M. Snow, of Boston, with two sons, survived him, the latter being William B. Dinsmore, jr., and Clarence Gray Dinsmore. His name, throughout a long career, was a synonym for integrity, manliness and energy.

CHARLES HEALY DITSON, publisher of music, was born Aug. 11, 1845, and is a son of the late Oliver Ditson, founder of the house of Oliver Ditson & Co., in Boston. He was educated in the schools of Boston, and began business life as an employé in his father's store. He showed capacity and was admitted to the firm in 1867. The same year the firm established a branch house in New York city, under the name of Charles H. Ditson & Co., incorporated under New York laws, and Charles has, since that time, made New York city his home. He is treasurer of the now incorporated firm of The Oliver Ditson Co., in Boston, which owns the branch house in Philadelphia, and is part owner of Lyon & Healy, in Chicago. Mr. Ditson belongs to the Players' club and The New England Society of this city, and The Algonquin club of Boston.

ALFRED P. DIX, note broker, a native of Massachusetts, was born Dec. 12, 1839. He is a grandson of Gen. Artemas Ward of the Continental army in the American Revolution, and the possessor of a valuable collection of papers and letters, belonging to the period of that war, including letters from George Washington, General Gates, General Ward, Lord Howe, John Winthrop and others. Alfred left the Lawrence Academy in Groton, Mass., to spend five years in a clerkship in a dry goods store in Worcester, and five years more in the same occupation in Boston. He came to New York city in 1864, and was a partner for five years in Hardon & Dix, commission merchants, and five years the representative of the Lawrence and Pemberton Mills of Lawrence, Mass. In 1875, he engaged in banking, dealing in credits and the purchase and sale of notes. John J. Phyfe joined him the following year. The firm of Dix & Phyfe originated the business of discounting the notes of merchants, who were required to establish a credit with their bankers as well as with their selling agents. This system has since come into general use. The caution and discrimination of Dix & Phyfe cause paper approved by them to be in demand in

banking circles. Mr. Dix was married in 1866 to Miss Carruth of Boston, and has one daughter living, Mildred Carruth Dix.

WILLIAM EARLE DODGE, merchant, born near Hartford, Conn., Sept. 4, 1805, died in New York city, Feb. 9, 1883. His father, David Low Dodge, a cotton manufacturer in Bozrahville, near Norwich, Conn., gave William employment for a time, after a brief attendance at the public schools. About 1818, the family removed to New York, when the son became the boy of all work in a wholesale dry goods store. In 1827 he started a small dry goods store on his own account. Conspicuous from youth for an agreeable presence and high character, about 1830, he was married to a daughter of Anson G. Phelps, who, with Elisha Peck, had established an important business in the importation of metals. In 1833, Mr. Dodge was taken into the office of Phelps & Peck. Shortly afterward, the house reorganized under the name of Phelps, Dodge & Co., a title which has been retained to the present time. The energetic policy of Mr. Dodge, who, for years, directed the operations of the house, resulted in a trade, continental in its extent and highly profitable to the firm. As he gained the means, Mr. Dodge invested his earnings in important enterprises and was an extensive operator in lumber in Michigan, Wisconsin, Georgia, Texas, West Virginia and Canada, where he owned several million acres of forest lands. He was also a director of The New York, Lake Erie & Western Railroad, and prominently connected with The Delaware & Lackawanna Iron & Coal Co., The Delaware, Lackawanna & Western Railroad, and other corporations. Mr. Dodge attained distinction no less through the elevation and purity of his character than through phenomenal success in business pursuits. He was unbending in his advocacy of the sacredness of the Sabbath day and left the directory of The Erie Railroad when the company began to run trains on Sunday. His contributions to religious, charitable and educational institutions were extensive. The devotion of a portion of his income to philanthropic work began early in life and was with him systematic. For several years, his contributions amounted to from \$200,000 to \$350,000 to worthy objects, and over \$300,000 was given in his will to institutions. His wife, Melissa P., and seven children survived him, the latter being William E., Anson G. P., David Stuart, Charles C., George E., Norman W., and Arthur M. Dodge.—His son, **WILLIAM EARLE DODGE, jr.**, merchant, born in New York city, Feb. 15, 1832, received his education in this city. Associating himself with his father's business, he was admitted to partnership in Phelps, Dodge & Co., which afterward became one of the leading houses in the city in the importation of metals. While inheriting a portion of his father's estate, he has increased his patrimony in the management of the old house, of which he has been since one of the senior members. He is a man of marked ability and fine character. His firm control The Commercial Mining Co., at Prescott, Arizona, and valuable mines at Big Bug and Senator, Arizona, including the Hackberry mines, the Senator gold mines, and The Copper Basin Mining Co. Mr. Dodge is president of The Ansonia Brass & Copper Co., and The Ansonia Clock Co., and director or trustee of The Copper Queen Consolidated Mining Co., The Commercial Mining Co., The Detroit Copper Mining Co., The Atlantic Mutual Insurance Co., The New York Life Insurance & Trust Co., and The Lackawanna Steel Co.; and president of the trustees of The Young Men's Christian Association, and of The Evangelical Alliance. The clubs to which a man belongs illustrate his tastes and social standing, and on this point it is sufficient to say that Mr. Dodge belongs to the Metropolitan,



Alfred Köpcke

Union League, City, Century, Down Town, Riding, Reform, Presbyterian, Country, and Commonwealth clubs, and The New England Society.

ALFRED DOLGE, manufacturer, one of the most remarkable men for whom America is indebted to the mother land of Germany, was born in Chemnitz in that country, Dec. 22, 1848. His father, August, was one of the leaders of the Revolution of 1848-49, and the honor of being twice tried by court martial was accorded to him. Twice he was sentenced to death, but the penalty of his courageous efforts for liberty was afterward changed to imprisonment for fifteen years.

Alfred attended the public schools of Leipzig during his boyhood, and then learned the trade of piano making in his father's factory, an art requiring the highest mechanical skill. Attracted to America by the greater liberty and more promising opportunities of the new world, he landed at Castle Garden on the 9th of September in 1866. A strongly built, capable and practical youth, he accepted the first employment which offered, and found work on a farm in Wisconsin for one season. Returning then to the East, he spent two and a half years at his trade of piano making. With \$500, which he had earned by diligent labor at the bench and saved by careful economy, Mr. Dolge began, in July, 1869, the importation of piano materials from Europe. The felts employed by piano makers in this country were at that time purchased abroad, but Mr. Dolge believed that they could be, and should be, made in America. To believe is, with a nature as energetic as his, to act. In 1871, therefore, Mr. Dolge began the manufacture of piano felts, in Brooklyn, and thus became the actual pioneer of this valuable industry in the United States. In 1874, he moved the works to Dolgeville, in Herkimer county, N. Y. In this beautiful town, a large factory has gradually come into existence through his persistent energy; and at these works Mr. Dolge has also developed the most highly approved felt machinery known to the whole industry. Departments for making the different parts of pianos have been added to the factory, one after another, until Mr. Dolge is now the proprietor of the most complete, the largest and most highly developed piano material manufactory in the world. Employment is given to a large force of skillful operatives; and probably no where in the United States can there be found a finer group of working people than those to whom Mr. Dolge has been both an employer and benefactor. His enterprise has finally put an end to the importation of piano materials from Europe, and rendered America entirely independent of every other land for its supply of these articles. If it be added that the performance of public services of great utility has brought Mr. Dolge a fortune, it must be said on the other hand that he has bestowed far greater benefits than he has received.

But to say that he is a successful manufacturer, by no means sums up the remarkable career of Alfred Dolge. The village of Dolgeville, founded by him, has become the model industrial town of American origin, both in its social and economic aspects. It has all the advantages of modern ideas and city methods, without the disadvantage of the paternalism usually associated with so called ideal towns. A free public school and an academy of the highest order, fully equipped with scientific apparatus and with all the modern appointments, have been built by Mr. Dolge and given to the town. Houses containing from six to nine rooms have been built, many of them wholly or in part by Mr. Dolge, and now belong to the workmen themselves. Mr. Dolge has also converted the woodlands surrounding the town into parks, which will always remain a

permanent and beautiful feature of the place. In all which pertains to making Dolgeville a model town in its sanitary, educational and picturesque aspects, Mr. Dolge has shown a practical good sense, amounting to real greatness. He is the leader of his people, not their patron.

The most significant of the new ideas introduced at Dolgeville, and the one whose influence will be the most permanent and far reaching, is Mr. Dolge's contribution to the solution of the labor problem. One of the most depressing features of the present industrial system, apparently the one most difficult of treatment, is the discharge of workmen, when they reach the stage of "diminishing returns," or declining efficiency. It is a complaint against modern capital, that it takes labor when it is young and vigorous, exploits its vitality, and ruthlessly throws it aside, when it has passed the prime of life or approaches old age. The workmen are then too old to learn a new trade. Except in rare cases, they are liable to become recipients of charity or entirely dependent for support upon the younger members of their families.

It is thus held, and not without force, that a hopeless old age is all the average working man can hope for, unless he dies in the harness. This is made the basis of much of the Socialistic attack upon modern capital.

For this complaint, Mr. Dolge has, by experiments continued through twenty years, developed a successful remedy, based upon economic and scientific principles, which enables every workman to retire at the age of sixty with a competence for the remainder of his life. It is a system of industrial insurance, which is to labor what a depreciation fund is to capital. It provides for the retirement of workmen when they reach the age of declining efficiency, in the same way that a depreciation fund provides for replacing old machinery with new. This system entirely eliminates the inhumanity hitherto involved in the discharge of old and often faithful workmen. By providing for them a permanent income for the remainder of their lives, the hopelessness of old age is entirely overcome.

In an article in *The Social Economist* for June, 1892, presenting the leading features of his system, Mr. Dolge says: "In order, therefore, to obtain the best results from laborers, they must not only live under good conditions while working, but they must be placed beyond the fear of want in their old age. To secure this, a labor depreciation or insurance fund should be made an established part of the cost of production, just the same as depreciation for machinery is provided for now. From these, two important advantages are obtained: (1.) Laborers can be retired without becoming paupers, when they cease to be profitable factors in production, or when they reach what economists call the stage of 'diminishing returns.' (2.) Their future being assured, laborers would feel safe in keeping their wives at home, sending their children to school, and otherwise living up to the full extent of their income. Thus, instead of constantly trying to restrict their standard of living to provide for old age, they would have every inducement for extending it, which would tend to increase their intelligence, social character and individuality, and develop not only more efficient laborers, but a higher manhood and superior citizenship among our people."

Mr. Dolge's plan is entirely free from the slightest taint of paternalism, being based upon strictly economic and thoroughly practical business principles and verified by a test of twenty years. It is susceptible of universal application. If this were made a national policy, as it easily might be, it would tend to eliminate pauperism from this

country, might do it altogether, and would certainly do much to destroy the acrimonious spirit which is creating a social antagonism against present methods of production.

In this, Mr. Dolge has proved himself a social philosopher as well as a successful manufacturer, qualities rarely found together. To grow rich, and at the same time to become more democratic towards the masses, is a quality of greatness.

Mr. Dolge is now the head of the great firm of Alfred Dolge & Son; a partner in C. F. Zimmerman & Co., manufacturers of autoharps; and Daniel Green & Co., second vice-president of The Little Falls & Dolgeville Railroad, and in New York city, trustee of The German Savings Bank, and member of the Republican and Liederkrantz clubs.

By his marriage, Dec. 22, 1868, to Anna Auguste Horn, he has five children, Rudolf, William, Ernst, Henry and Fritz Dolge. His home is now in New York city, where he has become widely known and greatly respected. He is an interesting speaker and has frequently been heard with profit before public assemblages in explanation of economic questions.

JOHN DOLLARD, merchant, born in County Kilkenny, Ireland, March 15, 1840, died in New York city, July 4, 1892. He was the son of Patrick Dollard, prominent as a grain merchant and the owner of large real estate interests in the southern part of this city. The father died about 1890, leaving a valuable estate. John attended the public schools and finished his education in St. Peter's parochial school in the basement of the church on Barclay street. A messenger and clerk in a Wall street bank about six years, he then joined his father and succeeded him in the grain business, which he managed with ability. His office was at 63 Pearl street. He was a vigorous, active man, and at one time a member of Washington Engine Co., No. 20, in the old volunteer days. He was married in 1868, to a daughter of John Galavan; his wife and five sons survived him, the latter being Patrick A. and Kerrin X. Dollard, both now grain merchants; James J. Dollard, lawyer, John and Edward Dollard.

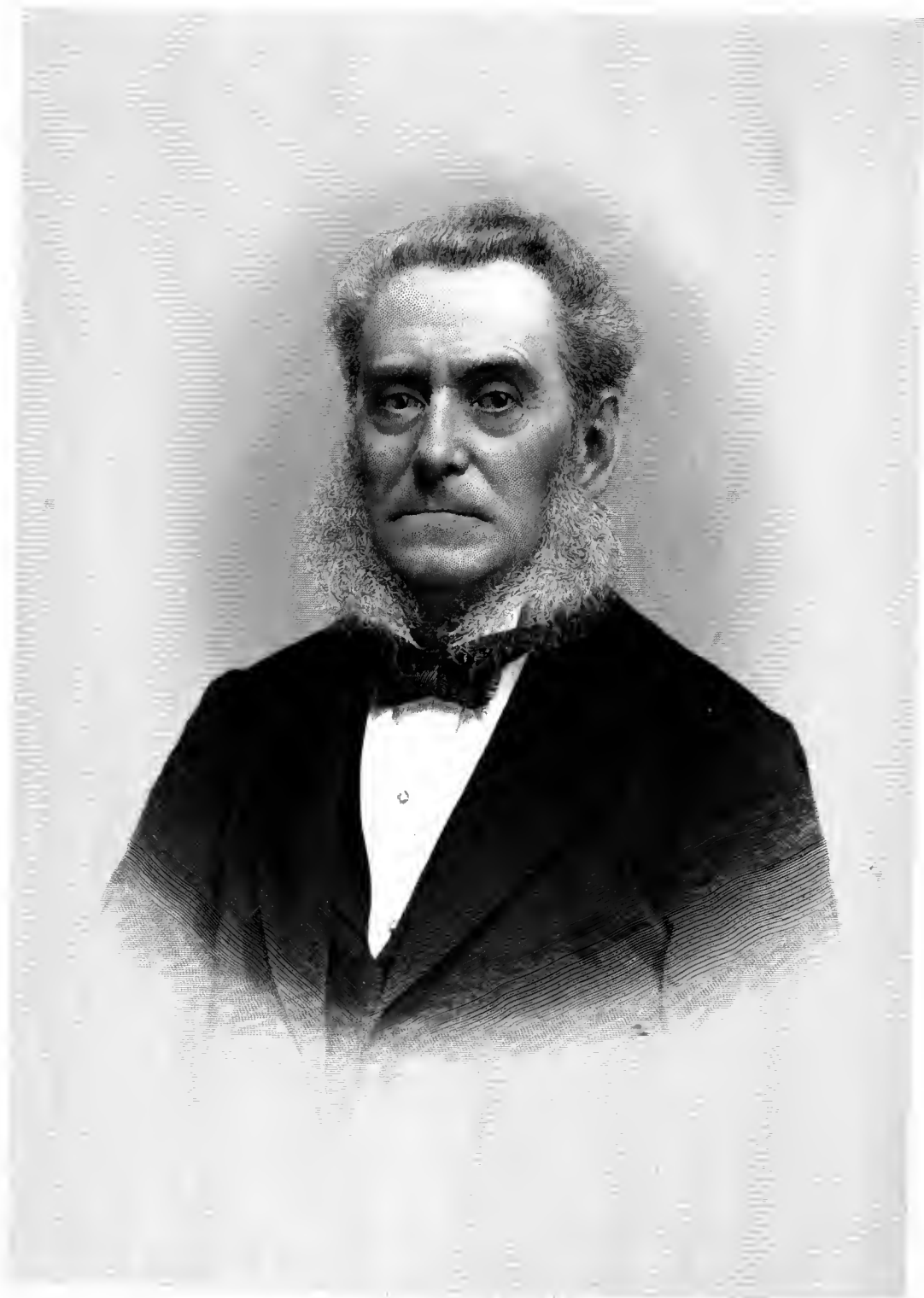
WILLIAM PROCTOR DOUGLAS, capitalist, born in October, 1842, in New York city, is a son of George Douglas, gentleman farmer, who, born in 1792 and a descendant of the great Scottish family of Douglas, spent most of his life on a large estate at Douglaston, L. I. The family sold their lands in Scotland and bought property in America. William received his education in Edinburgh, Scotland. The town house of the family was at 26-28 Park Place, this property being yet one of the many pieces of realty owned by Mr. Douglas in this city. When Park Place filled up with stores, the family moved to 14th street, where they occupied a large mansion, situated in grounds comprising nine city lots, which, superbly kept, were for years the talk of the town. Every lover of art remembers this mansion as long the home of The Metropolitan Museum of Art before its removal to Central Park. Mr. Douglas inherited from his father the manor of about 270 acres at Douglaston, Little Neck Bay, Long Island, and a large amount of property in this city. He has managed his estate capably and is a director in The Greenwich and The North River Insurance Co's, and a stockholder in several banks. Mr. Douglas is known all over the world for his patriotic efforts in the defense of the America's Cup against British challengers. The Sappho which defeated the Livonia in 1871 was his boat. For a later contest, James Gordon Bennett and he built the Priscilla. In 1879, he married Adelaide L., daughter of Effingham Townsend, the dry goods auctioneer. Their children are Edith Sybil and James Gordon Douglas.

Mr. Douglas belongs to the best clubs of the United States and Europe, including the Metropolitan, Union, Racquet, Tuxedo, Coaching, Lambs', Country, Carteret Gun, New York Yacht, Corinthian Yacht, Douglaston Yacht, Austrian Yacht, Westminster Kennel, New York Athletic, Palmer Island, Rockaway Hunt, and Meadow Brook.

DAVID DOWS, one of the most distinguished merchants of his time, was born on a farm in Saratoga county, N. Y., Nov. 16, 1814, and died in New York city, March 30, 1890. The Dows or Dowse family, which originated in the neighborhood of Colchester and Billerica in Essex, England, was of the strict Puritan type, and one of its members, Eleazar, served as a Colonel under Oliver Cromwell in the army of the Commonwealth. About 1630, Ebenezer and Maximilian Dowse, brothers of Eleazar, sought freedom of worship in the Colonies, and under the leadership of Governor Winthrop aided in the founding of Boston. Later, Ebenezer settled in Charlestown, Mass., and from him was descended Eleazar (father of David Dows), who was born in 1764. Becoming a soldier in the War of the Revolution, Eleazar served under General Sullivan in Rhode Island and subsequently at West Point under the command of Benedict Arnold. In 1788, he established himself on a farm near Schenectady, in what was then a wilderness. His ability, energy, and decision of character soon brought him success and made him the leading man in his part of the county. By his marriage with Linda, daughter of Capt. John Wright, of Ballston (an officer of the Continental army), he became the father of six sons and six daughters. David Dows was the youngest of the sons.

David worked on his father's farm and attended the district school until he became fourteen years of age. Then, in accordance with the example of his older brothers, he decided to leave home and make his way in the world. His first step in this direction was to obtain a clerkship in a dry goods store in Albany, one of the duties of which was to open the shop every morning and make as attractive as possible a display of goods in the show window. It is not without interest to note that the compensation for his services, which were rendered with characteristic energy and intelligence, was \$100, \$150, and \$250 per annum respectively, in the first, second and third years of his service, and that he boarded and clothed himself.

While David was thus employed, his brother John, a man of remarkable business sagacity and strength of character, was building up a profitable business as a forwarder of grain, first on the Mohawk river, later on the Erie Canal, with headquarters in New York. Feeling that he could make use of his brother's services, John, in 1832, invited David to take a clerkship in his firm of Dows & Cary, which was gradually withdrawing from the transportation business in order to attend to the rapidly growing commission business which had been undertaken. Various changes now occurred in the composition and name of the firm, and in 1837, at the age of twenty-three, David was admitted to partnership in the newly constituted house of Dows & Cary. In 1844, John Dows died and David continued the business with Mr. Cary as an equal partner. In the following year, in the midst of the universal money stringency, Dows & Cary were compelled to suspend payment on those acceptances, which, owing to the failure of certain country dealers to forward the produce, had not been covered by shipments of property. Owing to the confidence of their creditors, they were enabled almost immediately to resume business, and in the following year, one of unusual activity and large profits, the firm proved that this confidence was well placed, because it paid all its obligations, dollar for dollar with interest, including those which had been legally compounded.



David Dows.

An important event now occurred. Mr. Cary was forced by ill health to leave active business, and the management of the house fell to Mr. Dows. This was Mr. Dows's opportunity and he grasped it with a firm hand. Following a broad and bold policy, he made large advances on property shipped to him from the interior and succeeded in opening up new and important avenues of trade. His integrity, sound judgment and high credit soon made Dows & Cary, and the new firm of David Dows & Co., formed on the death of Mr. Cary in 1854, by the admission of Mr. Dows's nephew, John D. Mairs, the most prominent commission house in New York. Indeed, the business of the firm grew to such proportions that Mr. Dows, in spite of an iron constitution, felt the need of relief from detail work, and on this account made certain changes both in the composition and name of the firm, which resulted, in 1861, in the admission of Alexander E. Orr (a nephew by marriage), and the restoration of the name of David Dows & Co., which has been continued to the present time. The prestige of the firm was soon yet farther increased by its survival in that fierce struggle for financial existence, which marked the opening of the Civil War, and in which so many business institutions went to the wall; and it was this moral influence, derived from past successes, which made it natural that the agents of the Federal Government should turn to David Dows & Co., for the help of which that government soon stood in need in provisioning the large armies which it had in the field. The task to which Mr. Dows had now to apply himself was the purchase of enormous quantities of provisions without permitting the speculators, who sought to make excessive profits out of the government's necessities, to run up the price of these provisions. This was done with signal success and with absolute secrecy as to the nature of the transaction.

It was during the progress of these operations, involving, as they did, the disbursement of many millions of dollars, that Secretary Chase took the first steps towards the creation of the national bank system, the immediate purpose of which was to create a market for the bonds of the government. The needs of the Treasury were pressing, and it was of the utmost importance to the country that the system suggested by Mr. Chase should receive the confidence and support of the leaders in the financial world. But when the Secretary came to New York and urged that a prominent national bank should be at once organized, in order to secure the confidence of the country in the new system, he was met on all sides with hesitancy and prediction of failure. In this critical time, for it was indeed such, David Dows and a few others came to the front and at once organized The Fourth National Bank with a capital of \$5,000,000. They agreed that the books should remain open just four days, and that they would personally take all the stock which might remain unsubscribed for at the end of that time. This determined support made the undertaking a success and was of inestimable aid to the government in initiating a most admirable financial system. The firmness with which this system has become established, makes it hardly possible for the younger generation of men to realize how much public spirit and pluck were required to put it on its feet.

In the foregoing sketch, note has been taken of the chief features of Mr. Dows's distinctive vocation, that of a merchant. It remains to make some mention of his connection with the railroads and financial institutions of the country. When Mr. Dows began his career as a merchant, the Erie Canal had just begun to make an Eastern market for the produce of the lake bound States; and two years before he came

to New York there were only twenty-three miles of railway in the country. For a time, water transportation sufficed; but it soon became clear to Mr. Dows that the fertility of the great West could be turned to practical account only by the development of a great system of railways. He therefore began, some years before the Civil War, to apply his restless energies and increasing capital to the construction and development of railways in the West and Northwest, and in time took part in the construction and direction of The Chicago, Rock Island & Pacific (of which he was long vice president and in which he took especial pride and interest as an investor), The Chicago & Northwestern, The Chicago, Milwaukee & St. Paul, The Chicago, St. Paul, Minneapolis & Omaha, and The Union Pacific Railroads. He also in time became a director of The Delaware & Hudson, and a promoter of The Chicago & Eastern Illinois as well as of many smaller railway corporations. But it should be clearly noted that Mr. Dows's work as a railway man was the logical outcome of his position as a merchant, and was undertaken primarily as a means of making a great market in the East for the produce of the West and of correspondingly increasing his business as a merchant. And directly in line with this underlying plan was the establishment, from time to time, of branch houses of David Dows & Co. in Chicago, Duluth, St. Paul and Baltimore, the building of elevators in the West along important avenues of traffic, and the erection of the Dows Stores on the Brooklyn water front. Similar considerations, too, actuated Mr. Dows in bending his forces to the solution of the rapid transit problem in New York city, for he felt that New York could not become the commercial center of the United States and control the business of the West, unless some provision were made for its more rapid growth, which was hindered by the peculiar shape of Manhattan Island. From the first, he favored the construction of an elevated road to be operated by steam, and after some discouragements with a cable system, took an active part in organizing The New York Elevated Railroad Co. in 1872. For ten years he took an energetic part in the control of this road and for several years more remained a director of the new Manhattan Railway Co.

The latest period of Mr. Dows's business career is marked by his activity in the world of finance, the natural result, first, of large wealth seeking investment, and, secondly, of the demand of financial institutions for men of large and varied experience. He thus helped to organize and direct The Corn Exchange, The Fourth National and The Merchants' Banks, The Central Trust Co. of New York and The Union National Bank of Chicago. He was identified with the management of many large insurance companies, including The New York Life Insurance Co. and The North British & Mercantile Insurance Co. (American branch), and for many years was president of the New York Corn Exchange, from which developed the present Produce Exchange.

In politics, Mr. Dows was an unswerving Republican, who never forgot the great work done by his party in the abolition of slavery and the preservation of the Union. Though exceedingly liberal in matters of religion, he was a firm believer in the Protestant Episcopal Church, and was for many years Senior Warden of St. George's. He was interested in several charitable works, to which he gave liberally, but without ostentation.

Hardly anybody came into relation with Mr. Dows, even casually, without being sensibly impressed by his striking personality. The tall and commanding figure, the massive head with its high and slightly retreating forehead, the quick, expressive eyes

shaded by their heavy brows, the prominent, well shaped nose and the large, firm mouth, were unmistakable indications of the force, high spirit and intellectual vigor of the man. But the impression which he created was not merely that which comes from the possession of fine physical and mental powers, for his simple and courteous but dignified manner exerted a charm, which it is difficult to describe, but which was the expression of his kindly disposition and inborn refinement of nature. And yet it would be a serious error to suppose that Mr. Dows took the world easily. No man ever felt the seriousness of life more than he, and no man ever put more earnestness into his work or could be more stern and unbending when occasion required.

Although it is a difficult task, it is always interesting to try to form some estimate of the qualities which have enabled a man to do a great life work. The achievements of David Dows were made possible by the possession of an extraordinarily vigorous and penetrating intellect, of a fine sense of fairness and justice, of a singular combination of boldness and caution, and of an iron constitution, which was preserved until the last by uniform moderation in living. To these characteristics were united an exceptional insight into human nature, undaunted courage in adversity, and, what is even more rare, a balance of mind wholly undisturbed by repeated successes and due to the entire absence of anything even allied to vanity.

Such were some of the chief traits of a man whose fortune it was to begin his career in a time when the world was trembling with the impact of new moral, intellectual and physical forces, and whose life, while given to commerce, was interwoven with the growing fortunes of his country in such a way that every personal success was at the same time, and in greater degree, a contribution to the material prosperity of the country and the welfare of its people.

In 1852, Mr. Dows married Margaret E., daughter of Horatio Worcester, of New York city. He was survived by his wife and seven children: Annie L., wife of Richard M. Hoe; Linda, wife of George B. Cooksey; David Dows, jr.; Margaret W., wife of Dr. Carroll Dunham; Susan, wife of Dr. C. A. Herter; Mary, wife of Dr. E. K. Dunham, and Tracy Dows.

JOSEPH WILHELM DREXEL, banker, born in Philadelphia, Jan. 24, 1831, died in New York city, March 25, 1888. His father was Francis M. Drexel, the banker. Joseph was educated in the high school of his native city, and was soon admitted to the bank of Drexel & Co. Shortly afterward, he engaged in business for himself in Chicago. Owing to his popularity there, one of that city's finest avenues, the Drexel Boulevard, was named after him. After his father's death, he returned to Philadelphia, and in 1871, with Junius S. Morgan, of London, established in New York city the banking house of Drexel, Morgan & Co., becoming its head. He was also at the head of the Paris house of Drexel, Harjes & Co., and had an interest in *The Philadelphia Public Ledger*. He retired from business in 1876, with a large fortune. Esteemed as was Mr. Drexel among his business associates, it is not as a mere amasser of wealth that his memory will endure. Highly cultivated, and deeply interested in musical and artistic affairs, and in charities, he was closely connected with The Metropolitan Museum of Art, and made liberal gifts to that institution, among them being some early Italian paintings, collections of Egyptian casts, a collection of ancient musical instruments, and a painting called "Harpsichord." He owned a large and valuable library of books relating to music, which he bequeathed to the Lenox Library, was

president of The Philharmonic Society, and a director of The Metropolitan Opera House, a trustee of The Bartholdi Statue Fund, and treasurer of The Cancer Hospital. He did much to make The American Museum of Natural History a complete institution of its kind. Mr. Drexel's character and financial strength led to his election as director of The Knickerbocker Trust Co., The American Bank Note Co., The Western Car Co., The Model Tenement House Co., and The Metropolitan Trust Co. He owned a large tract of land in Maryland, and called it "Klej Grange," the name being formed from the initials of his four daughters' names. Having taught poor families how to farm at this place, he would send them West. He kept an agent at the Tombs in New York city to look after the families of poor convicts, and contributed largely to the support of the Episcopal Church. He was married in 1865 to Lucy, daughter of Thomas Floyd Wharton, and his wife and four daughters survived him, the latter being Katharine, wife of Dr. Penrose, of Philadelphia; Lucy, wife of Eric B. Dahlgren; Elizabeth, wife of John Winton Dahlgren; and Josephine Wharton Drexel.

EDMUND DRIGGS, warehouseman and insurance president, born in Columbia county, N. Y., Feb. 25, 1809, died in Brooklyn, N. Y., July 31, 1889. His father was a Connecticut farmer. First engaged in sloop navigation of the Hudson, then a grocer and provisions merchant in the river trade at New York, he secured a situation after the great fire of 1835 as weighing master and found profitable employment in weighing the steel, wire and metal collected from the ruins of the great fire. Under Jesse Hoyt, Collector of the Port, he was appointed Inspector of Customs. In 1840, he returned to the grocery business at Broadway and Twelfth street, but in 1843 sold his store to accept an appointment as Inspector of potash and pearl ash for New York city. He was the last official of this class under State appointment. He then converted a part of the premises, which he had used for inspection, into a storage warehouse, and this store became the first bonded warehouse established under the United States law of 1846. He conducted this store for three years. In 1848, he settled in Williamsburg, now a part of Brooklyn, and was thereafter intimately identified with the affairs of the village, being elected its president in 1850. In 1853, he helped organize The Williamsburg Bank, which became The First National of Brooklyn, The Williamsburg Savings Bank and The Williamsburg Fire Insurance Co. He was a director in each concern and president of the latter until his death, excepting for a brief period, while serving as Collector of Taxes. He was prominent in securing the consolidation of Williamsburg and Brooklyn in 1854, served as Tax Collector of Brooklyn, 1859-65.

DENNING DUER, banker, born in Rhinebeck, N. Y., in December, 1812, died at his home near Weehawken, N. J., March 10, 1891. The Duer family has been identified with the history of the country and of New York city from the early Colonial days. William Duer, grandfather of Denning, came to this country from Devonshire, England, and in 1779 married Lady Catherine, daughter of Gen. William Alexander, Earl of Stirling, of the Continental Army. An ardent patriot, Mr. Duer served his country as Deputy Adjutant General of the New York militia and member both of the Provincial Congress and Continental Congress. Judge William Alexander Duer, of Albany, son of the latter, afterward president of Columbia College from 1829 to 1841, was a noted man in his day. He married Maria Denning, their son being Denning Duer. The young man came to New York city in his seventeenth year, to take a place as clerk in the counting room of W. F. Cary & Co. Having, in 1837, married Caroline, daughter

of James Gore King, he became a partner in the banking house of Prime, Ward & King, one of the oldest in Wall street. The style of the firm was afterward changed to James G. King & Sons, and later to James G. King's Sons. Of the latter firm, Mr. Duer was senior member until failing health compelled his retirement in 1875. He was a member of the Stock Exchange from 1843 until his death. Mr. Duer never entered public life, but was a strong Republican, and one of the earliest members of the Union club, joining in 1838. Mrs. Duer died in 1863. He left six children, Edward A., James Gore King, William Alexander, and Denning Duer, jr., and two daughters, and was buried at Jamaica, L. I., long the home of members of the Duer and King families, where they have owned a large area of land since the days of the Revolution.

ANTHONY DUGRO, born in Alsace, France, in 1823, died in this city, Oct. 9, 1884. He came to America early in life, engaged in contract work, and owned the stage line on Sixth avenue, which yielded him a large return. With a foresight, which did great credit to his judgment, Mr. Dugro invested his savings mainly in real estate in portions of the city, destined to become crowded with stores and residences, and, as a result, left a large property to his children. In 1852, he was elected one of the directors of the Alms House, which then had entire charge of the prisons and charities of the city, being re-elected in 1857. In 1876, he served on the Democratic ticket as elector. His children were Philip H., Jacob W., and Francis A. Dugro, and Mrs. Dorothea Buttles—His son, **PHILIP HENRY DUGRO**, jurist, born in New York city, Oct. 2, 1855, graduated from Columbia College in 1876 and from Columbia Law School in 1878. He studied law in the office of John McKeon and Recorder Frederick Smyth, and after being admitted to the bar, practiced his profession ably and successfully. He dealt largely in real estate, of which he inherited much from his father. In 1878, he was elected to the Assembly from the XIVth District, as a Democrat, and declined a renomination. In 1880, after a sharp contest he defeated William Waldorf Astor for Congress from the old VIIth District. He declined a renomination and renewed his practice, but was, in 1886, elected Judge of the Superior Court. In 1888, he sought the Tammany nomination for Mayor, but through Mr. Croker's influence, the office went to Hugh J. Grant. He has lately taken no active part in politics. He is the owner of the Hotel Savoy on the Plaza at the entrance to Central Park, which was built 1890-92, and has been remarkably successful. Judge Dugro has joined the Manhattan and University Athletic clubs. Married in 1876, he has two children, Charles and Antonia.

ROBERT GRAHAM DUN, sole proprietor of The Mercantile Agency, at 314 Broadway, has gained his high financial standing by his extended system for reporting on mercantile credits and by investments in real estate.

Mr. Dun descends from an excellent family of Scotland. For twenty years, his grandfather, the Rev. James Dun, was a minister of the Free Church of Scotland in Glasgow. His father, Robert Dun, received a fine education and was destined for the ministry, but emigrated to America about 1815, settled in Virginia and engaged in practical pursuits, afterward moving to Ohio. He married Lucy W. Angus, who was also of Scotch parentage. Robert Graham Dun was born in Chillicothe, Ohio, in 1826. The young man was educated at the local district schools and academy, and at the age of sixteen, at a salary of \$2 a week, began life in the employment of a business house, in which he soon rose to be a partner. In 1850, he removed to New York city, where



R. G. May.

he entered The Mercantile Agency then conducted by Tappan & Douglass. His zeal in the work of the house, his fidelity to duty and intelligence, resulted, in 1854, upon the retirement of Mr. Tappan, in Mr. Douglass admitting him to partnership under the firm name of B. Douglass & Co. In 1859, Mr. Dun bought the interest of Mr. Douglass. Realizing that there must be one controlling head in an organization so complex and extended as that of The Mercantile Agency, Mr. Dun has continued sole proprietor of the business until the present day.

The immense expansion of the internal commerce of the United States which has taken place since 1859, has rendered increasingly necessary the existence of The Mercantile Agency. Under Mr. Dun's ownership, the business of the house has kept pace with the times and grown with the growth of the country. As new cities sprang up in the West and South, their enterprising merchants have felt the absolute necessity of the services of an agency, which should devote its attention carefully to reporting upon credits and incidentally to collections. A large number of branch offices have been established by Mr. Dun, in almost every instance at the request of the local merchants, until now the house is represented in all the distributing centers of the United States and the Canadas and in the leading cities of Great Britain and continental Europe. At many points, the local income is necessarily limited and insufficient to pay the actual expenses of the local offices. Nevertheless, a staff is maintained at each center of trade, thus better to report the locality and make the records for the whole country more accurate and complete. An existence of over half a century has enabled The Mercantile Agency of R. G. Dun & Co. to acquire an experience and accumulate an amount of capital, which enable it to fulfil to the satisfaction of the mercantile community the important duties which it is called on to discharge. The whole business world is acquainted, to a greater or less extent, with its general purposes and system. The Agency possesses many distinctive features of great interest, however, and it yearly secures the support of a growing number of those whose business is such as to require them to extend either confidence or credit.

Mr. Dun has never entered politics, or cared for political preferment. Away from business, he enjoys the pleasures of social life. The winter season is spent by him in New York at a comfortable home in the best residence section of Madison avenue, and in the summer time, he is often seen at his handsome country house at Narragansett Pier. He is a member of both the Union League and the Manhattan clubs, which are respectively the leading Republican and Democratic social organizations in New York. He is a patron of some of the public institutions of the city.

DAVID DUNCAN, merchant, born in Scotland in 1819, died at his summer home at Sea Bright, N. J., June 15, 1891. John Duncan, his father, brought the family to America in 1830, and opened a store on Broadway, in this city, for the importation of fancy groceries. David continued in this business all his life, and on his father's death, became senior member of the firm, known as John Duncan's Sons, his partner being his brother, John P. Duncan. In 1851, the retail branch was moved to 14th street. About the year 1887, the firm discontinued the retail department, retaining only the wholesale business. This was conducted for many years in Beaver street and in College Place, but afterward removed to No. 43 Park Place. Mr. Duncan died unmarried. He was a man of quiet tastes and retiring disposition, and a life long member of Rev. Dr. John Hall's church.

ROBERT DUNLAP, hatter, born in this city, Oct. 17, 1834, is the son of William Dunlap, leather merchant from 1835 until his death in 1858. Robert attended the public schools, and at the age of fourteen began life as an errand boy in a hat store. An apprentice and then a salesman, he learned every branch of the trade, and in 1857, established a hat store on his own account at No. 557 Broadway, and in 1859, when the Fifth Avenue Hotel opened its doors, another store in that building. This was a bold venture for the young man. He overtaxed his resources and fell into embarrassment, but perseverance, industry and integrity won the day, and he has for twenty years past made steady progress. His firm of R. Dunlap & Co., of which he is sole partner, are now the leading hatters of New York city. He has branch stores in Chicago and Philadelphia, and authorized agents for the sale of his hats in all the principal cities. The factory is in Brooklyn. Having once secured the confidence of the public, he has since retained the lead in style and fashion of gentlemen's hats, and his business is now one of the largest in the United States and very profitable. He is the largest owner in The Lake Hopatcong Hotel & Land Improvement Co. Mr. Dunlap is a very capable man, public spirited, a generous contributor to the museums and public institutions of the city, and a valued member of several New York clubs, among them the New York, Manhattan, Colonial, Lambs', New York Athletic, Larchmont Yacht and New York Yacht clubs. By his marriage with a daughter of Dr. T. H. Burras of New York, Oct. 17, 1860, he is the father of four daughters and one son.

FREDERICK WILLIAM DUNTON, railroad promoter, was born in Northville, Sullivan county, N. H., June 9, 1851, and springs from a worthy and reputable family. He began life, like thousands of other honest boys, as a farmer, clerk in a store and clerk in a post office, finally at the age of sixteen going to Iowa, where he entered the employment of Austin Corbin, remaining with him as clerk and partner for about twenty years. His association with his intrepid partner has led him into railroad enterprises, and he is a director of The Chicago & Ohio River, The Elmira, Cortland & Northern, The New York & Rockaway Beach and The New York, Brooklyn & Manhattan Beach, and other railroad companies. Mr. Dunton is a man of extremely progressive ideas and untiring energy. His name is a household word on Long Island where he now resides, and in the development of which he has played a prominent part. He was among the first to perceive the merits of the bicycle principle as adapted to railroads, and enjoys the distinction of being at the head of the first and only bicycle electric railroad yet built, a section of which has recently been completed near Patchogue. So fully has this road met the expectations of its builders and the public, and so clearly has Mr. Dunton shown its special advantages for Long Island, that the dream of a few has become the hope of the many, and subscriptions for its extension indicate that it will soon be in active commercial operation between all important points. In 1891, he served his fellow citizens of Queens county as chairman of the Board of Supervisors. February 13, 1876, he married Emily M. Morgan in Brooklyn, and they have four children, Lois, Emily, William and Katheryn.

CHARLES W. DURANT, railroad president, born in Hinsdale, Mass., April 23, 1821, died in New York city, April 5, 1885. He was the son of Thomas Durant, merchant. At the age of fifteen, he entered the office of his uncle, Clark Durant, of the firm of Durant & Lathrop, shippers of grain at Albany, N. Y., and when of age, took the place of his uncle, who then retired, the firm becoming Durant, Lathrop & Co.,

known for many years as the largest grain firm in the East. They were among the first owners of towing boats on the Hudson River. In 1859, Mr. Durant became interested in The Chicago, Rock Island & Pacific Railroad, and was its president for many years. When his sons, Charles W. and Frederick C. Durant grew to manhood, he engaged in the sugar refining business with them, under the name of Charles W. Durant & Sons, in which he continued until failing health compelled his retirement. His wife, Margaret L., died in December, 1884. Their children were Thomas F., Charles W., Frederick C., and Howard M. Durant, and Estelle, wife of Henry C. Bowers.

THOMAS C. DURANT, M. D., railroad builder, born in Lee, Berkshire county, Mass., about 1820, died at his home in North Creek, Warren county, N. Y., Oct. 5, 1885. His father, Thomas Durant, was a merchant and manufacturer, and his grandfather, William Durant, an officer in the American Revolution and a member of the Boston Committee of Safety. Selecting medicine as a profession, Thomas entered the Albany Medical College, and graduated at the age of twenty. After practicing three years, he became a partner in the shipping firm of Durant, Lathrop & Co., of Albany, who maintained branches in Boston, Chicago and New York, and agencies in different parts of the country. Besides owning and employing a large number of vessels for the transportation of merchandise, Dr. Durant had special charge of the New York branch, and shipped largely to all the European ports. The business was carried on with unexampled success until the breaking out of the French Revolution in 1848. A knowledge of the resources of the great West induced Dr. Durant then to turn his attention to railroad matters. He assisted materially in promoting The Michigan Southern Railroad, and under contract helped construct The Chicago & Rock Island and The Mississippi & Missouri Railroad. In 1862, after preliminary surveys of the Platte valley for The Union Pacific Railroad, Dr. Durant procured the subscription of two millions of stock, and in 1863-64, obtained from Congress important amendments to the charter. During 1864, he perfected the financial organization under which the road was carried to completion. Immediately after laying the last rail, Dr. Durant retired from The Union Pacific, and began the construction of the Adirondacks Railway, of which he was president and general manager, until his death. He left a wife and daughter at North Creek, and a son, W. W. Durant.

GEN. HIRAM DURYEA, manufacturer, born in Manhasset, Long Island, April 12, 1834, is a lineal descendant, in the seventh generation, of Joost Durie, a French Huguenot, who, with other refugees, settled in Manheim in the Palatinate and came to this country with his wife, Magdalina Le Febre, in 1660. He died in Bushwick, L. I., in 1727. Hiram's father, Hendrick Vanderbilt Duryea, born at Syosset, L. I., Feb. 23, 1799, died April 1, 1891, while his mother, born at Glen Cove, L. I., Sept. 12, 1801, died Jan. 9, 1881. The latter was a daughter of Zebulon Wright, a lineal descendant of Peter Wright, who settled at Oyster Bay, L. I., in 1653, having emigrated from Norfolk, England, to Massachusetts, in 1635. Hiram received a common and private school education and gave much time to military studies. At the age of twenty-one, he was taken into partnership with his father, under the name of H. V. Duryea & Son, in the manufacture of starch. His brothers started in the same business later, and the firm then merged their interests with the latter. Located at Glen Cove, L. I., the company was known as The Glen Cove Starch Manu-

facturing Co. General Duryea was vice president of that company for many years, and its president, when, in 1890, it sold and closed its business. He has since devoted his time to personal affairs, except that he served for eighteen months as president of The National Starch Co. He was commissioned by Governor Clark, Feb. 5, 1855, 1st Lieutenant of Artillery, 48th Regiment, N. Y. S. M. In consequence of a change of residence he resigned July 22, 1857. Immediately after the firing on Fort Sumter, he tendered his services to the State and was commissioned Captain in the 5th N. Y. Inf., July 4, 1861, and was promoted in August, at the request of superior officers, to the rank of Major, and Sept. 7, 1861, to the Lieutenant Colonelcy. The Colonel of the regiment was G. K. Warren, a grand man and able soldier, who afterward distinguished himself as a corps commander. For a short time Colonel Duryea commanded the regiment. The 5th served as engineers and artillerymen in Baltimore, building there Fort Federal Hill and finishing Fort Marshall. In the siege of Yorktown, it built and served batteries. In the Peninsula Campaign, by reason of its efficiency and high record, the 5th was assigned to the division of regulars and thereafter acted continuously with them until the end of its service. Colonel Duryea had the honor of special mention in official reports for distinguished services in the siege of Yorktown, and at the battle of Gaines Mills, Va., the first of the seven days' fights. He was commissioned Colonel, Oct. 29, 1862, and May 26, 1866, brevet Brigadier General. In consequence of permanent injuries, and serious illness, he resigned in November, 1862, General Butterfield complimenting him highly in special orders. General Duryea is a member of the United Service club and the Loyal Legion. His children are, H. H., C. B., Anna E., and Milicent S. Duryea.

SAMUEL BOWNE DURYEA, realty owner and philanthropist, born in Brooklyn, March 27, 1845, died there June 7, 1892. He was the son of Harmanus Barkuloo and Elizabeth Bowne Duryea, the latter the daughter of Samuel Bowne. After an education in the Polytechnic Institute of Brooklyn and the University of the City of New York, he entered the Yale Theological Seminary, but did not finish there, because property interests demanded his immediate attention. By inheritance from the Bowne family, Mr. Duryea came into the ownership of a large amount of real estate in Brooklyn, which he managed with sagacity and success. He was noted for philanthropic and progressive spirit. All the leading public institutions of Brooklyn were actively promoted by him, and his action for the preservation of forests, streams and fish, made him a valuable citizen. He wrote many thoughtful essays on personal character and education. Sept. 23, 1869, he married in Milwaukee, Wis., Kate, daughter of Walter P. Flanders, a lawyer of position. In his will he bequeathed much property to his wife and relatives, but left a large tract of land, in trust, for schools, churches and societies.

WRIGHT DURYEA, starch manufacturer, born on Long Island in 1824, died at his home at Glen Cove, Sept. 17, 1889. He was the oldest of seven sons of Hendrick V. Duryea. He began life as a civil and mechanical engineer. In 1855, his father, his brother Hiram and he with others, established The Glen Cove Starch Manufacturing Co. Mr. Duryea was an inventor in various fields, and his originality was shown in the manufacture of starch and discoveries in the science of electricity. Mr. Duryea was twice married. His second wife, and two sons, Louis T. and Frank Duryea, survived him. Mr. Duryea's will provided that his monument should be a large, rough,

natural boulder, not less than 4,000 pounds in weight, as in some sense indicating his life, inscribed with his name, age, date and cause of death.

JOHN BOWDISH DUTCHER, railroad manager, was born Feb. 13, 1830, in Dover, Dutchess county, N. Y. His father, David Dutcher, died June 9, 1853, and his mother, Amy Bowdish Dutcher, died June 5, 1875. His paternal grandfather came to this country from Holland, while his mother's family were Massachusetts people. Mr. Dutcher obtained his education chiefly in the common schools, was reared as a farmer and has always been a farmer. He remained on the farm until April, 1861, when he removed to the adjoining town of Pawling, where he has since resided. In 1857, he was made Supervisor of Dover and the ensuing year Justice of the Peace. In politics, originally a Whig, upon the organization of the Republican party, he attached himself to them, and is yet a stout advocate of their principles, having been, during the war, an active and zealous partisan of the Union cause. He was a member of the Assembly in 1861 and 1862, and of the State Senate in 1864 and 1865. Since 1864, he has been a director of The New York & Harlem Railroad, and in 1865 took charge of the department of live stock transportation on The New York Central & Hudson River Railroad. He is president of The Union Stock Yard & Market Co. of New York and prominently identified with other corporations, being a director of The Spuyten-Duyvil Railroad, The Poughkeepsie & Eastern Railroad, The New York & Putnam Railroad, The American Safe Deposit Co., The Fifth Avenue Bank, The Mizzen Top Hotel Co., at Quaker Hill, and president of The National Bank of Pawling. He is also a member of the Chamber of Commerce, the Produce Exchange, the Union League club, and the St. Nicholas Society of New York city, and president of the village of Pawling and The New York State Agricultural Society. Not the least of Mr. Dutcher's labors has been a successful effort for the improvement of the village of Pawling. He has devoted a portion of his time to the management of his farm property, and is now the owner of 1,600 acres of fine grazing land in Dutchess county, stocked with thoroughbred cattle and horses. In 1860, he married Miss Christina, daughter of the late Daniel Dodge, of Pawling. To them was born one son, J. Gerow Dutcher, who now manages the stock farms and other interests at Pawling. In April, 1894, he married Helen Titus Willets, daughter of Edward Willets, of Roslyn, L. I.

AMOS T. DWIGHT, merchant, born in New Haven, Conn., died in New York city, Feb. 6, 1881, in his seventy-fourth year. When a young man, he went to New Orleans and established himself in the clothing business under the firm name of Dwight, Trowbridge & Co. In 1848, he came to New York and started the firm of Trowbridge, Dwight & Co. on Chambers street. About 1865, he became a merchant of cotton in Hopkins, Dwight & Trowbridge, and continued in that vocation until 1878, when he retired with a large fortune, although retaining his interest in the firm. He was a director of The Home Fire Insurance and The Commercial Mutual Marine Insurance Co.'s, and a trustee of The Madison Square Presbyterian Church. He left one son, Frederick A. Dwight, and a daughter, Jeannette Atwater, wife of George T. Bliss.

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WILLIAM PITT EARLE, hotel proprietor, in his day a famous New York hotel keeper, was born in Worcester, Mass., about 1812, and died in this city, Jan. 2, 1894. Mr. Earle entered upon business life early and made his way with much energy. When he opened Earle's Hotel on Park Row, he began those operations, which, owing to his foresight and sagacity, were marked with almost monotonous success. In recent years, he conducted Earle's Hotel on Canal street at the corner of Centre street, and invested his earnings mainly in real estate in different parts of the city, which advanced greatly in value. He was one of the originators of The National Park Bank and The Consumers' Ice Co. His wife and five children survived him, the latter being William H., Gen. Ferdinand P., Eugene M., and Frank T. Earle and Emma Louise, wife of John L. Chadwick. The sons are all hotel men. Gen. Ferdinand P. Earle, formerly of Earle's Hotel and lately proprietor of the Hotel New Netherland, now conducts the Normandie and a summer hotel of the same name on the New Jersey coast, is a man remarkable for public spirit, and has lately bought the famous mansion of Madame Jumel, in which he lives on Washington heights. He was a member of the military staff of Governor Flower.

TIMOTHY C. EASTMAN, merchant, born about 1821, died at his home, Tarrytown, N. Y., Oct. 11, 1893. He began life poor, working along the river front, where he became familiar with the handling of cattle in transportation, and showed so much energy that a position was given him on The New York Central & Hudson River Railroad. In the course of time, he was placed in charge of all the cattle business of the company. Having saved some means, he went into business for himself, and gained fortune by effecting a revolution in the methods for supplying England with American beef. He not only shipped thousands of live cattle to England and whole cargoes of fresh beef in refrigerating chambers by steamship, but promoted retail market stores in all parts of the United Kingdom. In 1889, he founded The Eastman's Co., with a capital of \$750,000 to carry on this trade, and was its president, his son Joseph being treasurer. Large abattoirs were established at the foot of West 59th street. He was a director in The West Side Bank and a member of the Produce Exchange. He was survived by his wife, Mrs. Lucy P. Eastman, and his children, Joseph Eastman and Mrs. Elizabeth Bell. Mr. Eastman belonged to the Manhattan, New York and Lawyers' clubs, and The New England Society.

THOMAS ALVA EDISON, inventor, was born Feb. 11, 1847, in Alva, O. His only schooling was given him by his mother, who had been a teacher. When twelve years old, the lad went to work as a newsboy on The Grand Trunk Railroad, and, during leisure moments on the train, managed to study qualitative analysis and diversify existence in the baggage car with chemical experiments. A grateful station master, whose child he had saved from death at the risk of his own life, taught him telegraphy, and he soon became a skillful operator. While yet a boy, he invented the "automatic repeater." In 1864, the possibility of sending two messages at once over the same wire, suggested itself to his mind; and he perfected an invention for this purpose in 1872, developing it not only to duplex but even sextuplex transmission.

In 1871, he came to New York, and was made superintendent of The Gold & Stock Telegraph Co., inventing for it the quotation ticker. He established a large workshop in Newark, N. J., for the making of his machines, but, in 1876, transferred his mechanical interests to the hamlet of Menlo Park, N. J., where he devoted himself to inventing. Among his new devices have been the carbon telephone transmitter, the microtasi-meter, aerophone, megaphone, phonograph, phonometer, and the incandescent electric lamp. The last he brought out in December, 1879, within a year after leading English scientific men had testified that sub-division of the electric light was an impossibility. His perfection of the small incandescent electric lamp has effected a revolution in the lighting of business buildings and hotels. In 1878, he received the degree of Ph. D. from Union College, and during the same year was made an officer of the Legion of Honor by the French Government. He is a member of The Ohio Society, Press and Essex County Country clubs, and The Theosophical Society. Since 1885, he has lived in Llewellyn Park, N. J. Mr. Edison was married in 1873 to Miss Mary Stilwell, daughter of N. Stilwell. In 1881, he was left a widower, and in 1885, he again married, his wife being Miss Minna M., daughter of Lewis Miller, of Akron, O. Mr. Edison is a director in a large number of companies, founded upon his patents, and owner of works for electrical manufacture and experiment. He is one of the few inventors who have profited by their inventions. His telegraph patents yielded at one time a large royalty, and his electric light appliances have brought him wealth. His latest device is the kinetoscope.

FRANKLIN EDSON, merchant, was born in Chester, Vt., April 5, 1832, and received a common school education. When nineteen years old, he went to Albany, N. Y., where he was associated with his brother Cyrus in a distillery until 1866. In that year he removed to New York, and established himself in the grain commission business, by which and in real estate operations, he has since amassed a fortune. Three times president of the Produce Exchange, namely, in 1873, 1874, and 1878, he has been distinguished for public spirit and active leadership in the movement for free canals. His political affiliations have been with the County Democracy, and in 1882, he was elected Mayor of the city. He is a member of the Manhattan club and The New England Society, and has been for many years a director of The Bank of New York. In 1856, he married Fannie C., daughter of Benjamin Wood, of Bath, N. Y., and has had seven children, Cyrus Edson, M. D., Health Commissioner of New York; David O., Franklin, Henry Townsend, Robert Stewart, Edith, and Ethel Townsend Edson.

JOHN EICHLER, brewer, born at Rothenburg, Bavaria, Oct. 20, 1829, died in Goellheim, Bavaria, Aug. 4, 1892. Having, in his native place, served an apprenticeship in the employment of Brewer Ott, he became a journeyman, toiled in various great German breweries, and then, in 1854, came to this country. He obtained employment as brew-master in Franz Ruppert's old Turtle Bay Brewery on 47th street, in this city. After a time, Mr. Eichler managed to start a little brewery of his own in partnership with a friend. Later, he purchased Kolb's Brewery, a small establishment which stood where the huge concern of The John Eichler Brewing Co. now does. This company, incorporated Feb. 17, 1888, with a capital of \$600,000, owns property now worth far more than that amount and does a very large business. Mr. Eichler married Marie Siegel of Goellheim, in New York, Nov. 2, 1856, and his only child, Minnie Augusta, died when not six years old. He was a member of various brewers' associa-

tions, the Produce Exchange, the Arion and Liederkrantz clubs, and many other social organizations. Honest, straightforward and sensible, he was highly regarded.

LEWIS EINSTEIN, banker and manufacturer, who originated in Wurtemberg, Germany, was born, Sept. 6, 1812, and died April 22, 1874. Coming to the United States in July, 1835, Mr. Einstein spent nearly forty years in the successful pursuit of banking and the manufacture of woolen goods. He was for many years a resident of Cincinnati. Few men display more enterprise and sound judgment than did he and The Raritan Woolen Mills became an important property under his management. To him and his wife, Judith Lewis of Charleston, S. C., were born six sons and five daughters.—His son, **DAVID LEWIS EINSTEIN**, manufacturer, was born in Cincinnati, O., May 20, 1839, but has been a resident of New York city since childhood, and has followed his father's vocation all his life. His fortune has been derived partly from the manufacture and sale of woolen goods, but mainly from successful transactions in real estate, of which he is a large buyer. He is a shrewd and capable man, and part proprietor of extensive woolen mills in Raritan, N. J. He has various other corporate interests, and is a member of the Republican club and supporter of The American Museum of Natural History and The Metropolitan Museum of Art. Mr. Einstein, in 1870, married Miss Caroline Fatman, daughter of A. Fatman, of this city. Their children are Lewis D. Einstein, Mrs. Theodore Seligman and Amy Einstein.—**EDWIN EINSTEIN**, another son of the late Lewis Einstein, born in Cincinnati, Nov. 18, 1842, was brought by his parents to New York, when four years old. Here he graduated from the old Free Academy, and then received a full course at Union College. He began life as clerk in his father's woolen mill, and, when thirty years old was a mill owner. He is yet interested in The Raritan Woolen Mills and the Ivanhoe, Va., iron mills, concerns which employ about 3,000 persons. It is worthy of note that there has never been a strike among the employés of either. Mr. Einstein has also been largely connected with banking interests. Although not so actively engaged in business as formerly, he is president of The Swan Incandescent Electric Light Co., and a director in The Alabama Mineral Land Co., and The Brush-Swan Electric Light Co. In 1878, he was elected to the Forty-sixth Congress, and declined a renomination, which was tendered to him. In 1892, the Republicans of New York city placed him in nomination for the Mayoralty, and gave him 98,000 votes. In 1895, he became a Commissioner of Docks. He is a member of the Union League club and The Union College Alumni, vice president of the Sigma Phi club, and a genial, public spirited and agreeable man. In 1877, Mr. Einstein was married to Miss Fanny Hendricks.

DANIEL RIKER ELDER, merchant, a native of New York city, born July 7, 1838, died April 25, 1875. The youngest son of George and Hannah Eliza Elder, he was through the paternal line of English descent, and through his mother's family, the Rikers, of Dutch ancestry. He was educated at Yale college, and began life as a wholesale grocer in the firm of George Elder & Sons, previously known as Elder & Painter. The trade of the firm brought him a fortune. Always genial and popular, he gained by travel a wide acquaintance with affairs and his conversation revealed a well informed mind. He made one tour around the world, and spent two winters in Italy and Austria. The survivors of his family were his sisters, Mrs. Julia Baldwin Adams, Mrs. Mary Louisa Havemeyer, and Jane Painter Elder.

GEORGE W. ELDER, merchant, who died at his residence in this city, March 25,

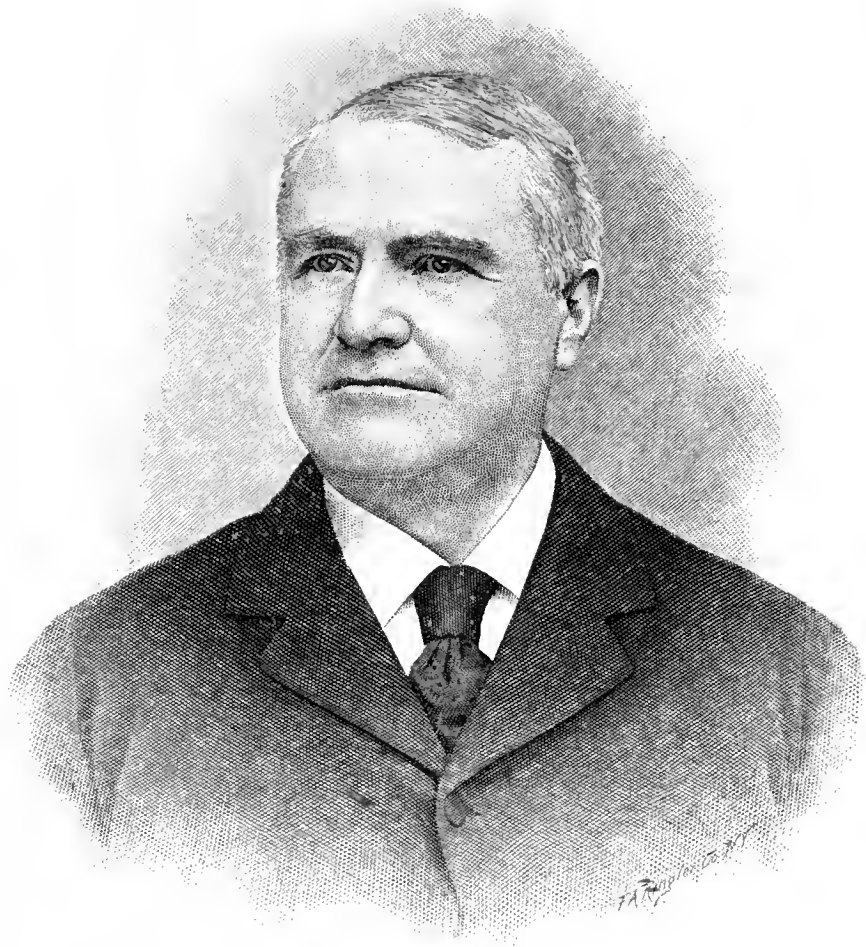
1873, in his forty-fifth year, was one of the able merchants of New York, and a capable, conscientious and clear headed man. During his active life, he devoted himself to the care of the large wholesale grocery business, founded by his father, George Elder, to the control of which he had succeeded. Toward the latter part of his life, when ill health had compelled him to relinquish the engrossing duties of his trade, he devoted his time, when able, to the affairs of The Old Dominion Steamship Co., of which he was vice president for a number of years. He was a man of quiet and domestic tastes and never cared for public life. His widow and several children survived him.

JOSEPH LAWRENCE ELDER, sugar refiner, born in Hester street, in this city, Jan. 24, 1832, died in Stamford, Conn., on the 15th of August, 1868. He belonged to the family of that name, long prominent in this city, which came originally from Manchester, in England. As a boy, employed in the store of Elder & Painter, wholesale grocers in Dey street, he grew up in this vocation, became a partner of his father and his brother George in a large wholesale grocery and sugar trade, and distinguished himself by a corner in sugar, which was managed with great skill and success. About 1862, he was admitted to partnership by his father in law, Frederick C. Havemeyer, in the sugar refining business, under the name of Havemeyer & Elder, and it was in part through his marked energy and ability that his concern rose to eminence in the refining of raw sugars. Jan. 18, 1858, he married Miss Mary O. Havemeyer, and was the father of Minnie, wife of McCoskry Butt, and Frederick H. Elder. He was thoroughly interested in whatever would promote the welfare of New York city, and served in the Amity Hose Co. and the State militia.

HENRY ELIAS, brewer, who died in Wilhelmshohe, Germany, Feb. 26, 1888, made his fortune in this city in the brewing trade. The influx of German population to the United States during the last thirty years has created a remarkable demand for malt liquors, and the presence of several hundred thousand Germans in the city of New York has created an important local market. Mr. Elias gradually developed a large business, which is now incorporated as The Henry Elias Brewing Co. He was a member of the Produce Exchange and was survived by his wife and several children.

STEPHEN BENTON ELKINS, lawyer, financier, Secretary of War in the Cabinet of President Harrison, and now United States Senator, a man of striking appearance, exceptional ability and unlimited capacity for work, has gained for himself by his own talents and application, an honorably attained fortune. He was born in Perry county, Ohio, Sept. 26, 1841, his father being a farmer. During his early boyhood, the family moved to Missouri. Mr. Elkins received an excellent education in the public schools and at the University of the State, and displayed ambition even in school, where he applied himself so diligently as to attract attention. He graduated in 1860, at the head of his class. After fitting himself for practice of the law, he was admitted to the bar in 1863. During the war, he joined the Union forces, and for a while served on the Missouri border, with the rank of captain.

The spirit of adventure and a desire to practice his profession in a field which was not over crowded, led him in 1864 to cross the plains to New Mexico, then a rough border country, inhabited by a population two-thirds of whom were Spanish. The life of the territory was full of hardship and danger at that time but presented opportunities for success to an enterprising man. Finding it necessary, at once, to master the Spanish language, Mr. Elkins became proficient in that tongue within



S. B. Elkins,

one year. Stalwart and capable, he soon attracted important clients and a large practice, and gained popularity and influence. In 1866, he was elected to the Legislature. His speeches in that body revealed great force of character and devotion to the welfare of the territory. In 1867, he rose to the position of Attorney General of New Mexico.

In 1868, President Johnson appointed Mr. Elkins to be United States District Attorney of the territory, and he was one of the few officials of that administration whom President Grant did not remove. In this position, it fell to the lot of Mr. Elkins to enforce the act of Congress, prohibiting slavery or involuntary servitude in the territories of the United States, and he had the satisfaction of restoring to liberty several thousand peons, who were then held in practical slavery by the Mexican residents. He was the first public official to enforce this law, and performed his task in the face of serious opposition, against the prejudices of the rich and influential and under threats of personal violence.

In 1869, Mr. Elkins was elected president of The First National Bank of Santa Fé and held this position for thirteen years. His income from law practice and other sources was large and, being careful in his expenditures, at an early day he was enabled to invest large sums of money in lands and mines, soon taking rank as one of the largest land proprietors in the country and an extensive owner in the silver mines of Colorado.

In 1873, Mr. Elkins received an election as Delegate from New Mexico to Congress, defeating his opponent, a Mexican, by 4,000 majority. In Congress he served his constituents so well, that, in 1875, while travelling in Europe, notwithstanding a positive refusal to accept the office again, his district re-elected him handsomely to the XLIVth Congress. He could do no less than accept the honor thus bestowed and serve a second term. In Congress, he quickly gained prominence by industry, ability and effective support of important measures. During his second term, he was especially untiring in efforts to secure the admission of New Mexico as a State. An elaborate speech, setting forth the resources and claims of the then little known territory, gained for him a national reputation.

While in Congress, Mr. Elkins married a daughter of ex-Senator Henry G. Davis of West Virginia, a woman of great refinement and social ability.

Four years of experience in Washington brought Mr. Elkins well into the arena of public affairs. From the beginning, an active, earnest and aggressive Republican, he favored especially the policy of protection to American industry. His advocacy of constructive measures made him, during his first term in Congress, one of the leaders of his party, and in 1875, a member of the Republican National Committee. Upon this committee, he served during three Presidential campaigns. In 1884, the executive committee elected him chairman. A warm and intimate friendship soon sprang up between James G. Blaine and Mr. Elkins, and the latter was influential in bringing about the nomination of Mr. Blaine for the Presidency in 1884. He was equally instrumental in the nomination of Benjamin Harrison in 1888 and 1892.

Dec. 17, 1891, he became Secretary of War under President Harrison. He was especially well fitted to perform the duties of this office, having had a large acquaintance with the affairs of the War Department in the West. His appointment brought into the service of the army, a man of intellectual strength, an excellent organizer and a courteous gentleman. He was invariably cordial and obliging to persons engaged

in public business, and exceedingly helpful to Senators and Members. Patient in investigation, prompt in decision, and sincerely desirous of promoting the welfare of the army, he proved a successful and useful Secretary of War.

Mr. Elkins's reputation does not rest entirely upon his public services. His progress in the field of business and finance has been marked. About 1878, he removed from New Mexico to West Virginia, and there devoted himself, in company with ex-Senator Davis, to the development of the railroads of the State, and the coal and timber lands of the Cumberland region. While practical affairs soon compelled him to abandon legal practice in the courts, yet he has always retained his interest in the law and superintends all legal matters connected with his various enterprises. Success has followed effort in these enterprises, but it should be mentioned, that while adding to some extent to his private fortune, Mr. Elkins has conferred upon the people of his adopted State far greater benefits than he has received. He has been vice president of The West Virginia Central & Pittsburgh Railway Co. since its organization, and of The Piedmont & Cumberland Railroad, and is president of The Davis Coal & Coke Co. Through his agency large amounts of capital have been brought into the State and employment provided for thousands of men.

In December, 1892, Mr. Elkins received the complimentary vote of the Republicans of the Legislature of West Virginia for United States Senator. A forcible orator, he has made many public addresses, all of which have shown originality, public spirit, and thorough acquaintance with economic and political questions. During the campaign of 1894, he led the Republicans of West Virginia in the struggle, which for the first time since the period of reconstruction broke the Solid South. Congressman Wilson, in whose district Mr. Elkins resides, was defeated by a decisive majority; four Republicans were elected to Congress; the Legislature was made Republican by twenty-nine majority on joint ballot; and the State carried by 13,000 majority. As a result of this revolution, the Legislature elected Mr. Elkins United States Senator in 1895.

His home is the beautiful country seat of "Hallichurst," at Elkins, in Randolph county, W. Va. This large mansion stands upon a mountain site of unusual beauty, commanding a magnificent view of the valley beneath and the forests and mountain peaks which frame the scene. The house, four stories high, with towers, seems from a distance greatly like an old time castle. A porch surrounds the structure on three sides, and the main hall, fifty-eight feet long by twenty-five feet wide, indicates the size of the other apartments.

During his casual residence in New York, where his business affairs required him to pass much of his time, he associated himself with many local interests, thoroughly in accord with his energetic nature, and became a member of the Union League, Republican, Ohio, United Service, Metropolitan and Manhattan Athletic clubs, and the Southern Society. Like other public spirited citizens, he also contributed to the support of those favorite projects of refined New Yorkers, The Metropolitan Museum of Art, and The American Museum of Natural History, as well as The American Geographical Society.

A man of strong and sturdy build, more than six feet in height, with fine features, and a large head set firmly on powerful shoulders, he is yet in the prime of life and an active force in affairs. His favorite room at home is his library, and he spends most of his time there, in the company of a large and well selected collection of books.

JOHN ELLIS, M. D., oil refiner, a native of Ashfield., Mass., born Nov. 26, 1815, is a son of Dimick Ellis, a farmer, and a great grandson of the founder of the family in America, who came from Dublin, Ireland, at the age of twelve. It is supposed that the family originated in Wales. After a course of study in the academies of Ashfield and Shelburne Falls, he graduated as a physician from the Berkshire Medical College in Pittsfield, Mass., in 1842. Dr. Ellis practiced the healing art in Chesterfield, Mass., a year; in Grand Rapids, Mich., two years; in Detroit, Mich., fifteen years; and in New York city about thirteen years. After more than thirty years of practice of an honorable profession and at an age when most men begin to think of retiring from responsibilities of an exacting nature, Dr. Ellis, who had learned through his scientific studies many things not connected with the influence of drugs upon the human system, resolved to embark in practical business pursuits. In 1874, therefore, with moderate capital, in union with his son, Wilbur D. Ellis, and his wife's nephew, Theodore M. Leonard, he established an oil refinery in South Brooklyn, under the name of John Ellis & Co., and began refining petroleum by a process of his own invention. The venture was successful. In 1881, the firm bought a plot of land at Edgewater, N. J., directly opposite Grant's tomb, and removed the works to that place and developed them into a large plant. Their production is largely in the nature of lubricating oils. In spite of the risks to which this business is exposed, and an occasional fire, Mr. Ellis has made steady progress, and has gained a fortune, owing largely to the activity of his partners in finding a market for the product of the works. Mr. Ellis has an interest in various corporations but holds no office in them. In 1843, he was united in marriage in Chesterfield, Mass., to Mary E. Coit, who died in Detroit in 1850. In 1851, he married Sarah M. Leonard, of Troy, Mich. His one child living is Wilbur Dixon Ellis. Mr. Ellis published, in 1859, a work on "Avoidable Causes of Disease," and has written many tracts on temperance and other reforms, in which he is deeply interested and concerning which he discourses with ripened judgment and entertaining force.

JOHN WASHINGTON ELLIS, banker, born in Williamsburg, Ohio, Aug. 15, 1817, is a son of Benjamin Ellis, and a descendant of the pioneer Ellis, who came from Sandwich, England, in the seventeenth century. Benjamin Ellis emigrated from Sandwich, Mass., to Maine, and went, in 1809, to Ohio, traveling from New York to Pittsburgh on horseback, and rowing a skiff thence to Cincinnati, there being then no steamboats. John was educated in Cincinnati and Kenyon College Grammar School. While a young man he came to New York, but in 1840 returned to Cincinnati and entered the wholesale dry goods business, in which he continued until 1865, making himself, during that time, most favorably known to the importers and commission merchants of the East. When the National Bank Act was passed in February, 1863, Mr. Ellis organized the first National Bank of Cincinnati, with a capital of \$1,000,000, within a week's time. In the estimation of Chief Justice Chase, Mr. Ellis was one of those who "did most to give the national bank system a real start and a firm foundation." In 1869, Mr. Ellis was invited to New York to take the management of the bank of Winslow, Lanier & Co., who had been doing a large Western business. This invitation he accepted, and this position he retained until 1883, when he retired from business. The most important operation of his life was the resuscitation of The Northern Pacific Railroad Co., in 1879-80, after the failure under Jay Cooke's management in

1873. Mr. Ellis formed a syndicate, which took \$40,000,000 of Northern Pacific bonds and finished the road to the Pacific. He retired from the directory in 1886. By his marriage, in 1845, with Caroline, daughter of Abraham Lindley, he is the father of Sallie, wife of Professor Postlethwaite, of West Point; Mary, wife of George Hoffman, now deceased, of New York; Helen, wife of Hugh L. Cole, of New York; and Ralph N. Ellis, also of this city. Mr. Ellis is a member of The Ohio and New England Societies and the Down Town and Union League clubs, and a contributor to the support of many charities and public institutions.

EDWARD ELSWORTH, merchant, born at No. 213 Church street, in this city, Jan. 3, 1811, died at his home, No. 20 West 49th street, June 23, 1886. He came from Knickerbocker stock, being a son of John W. Elsworth, a lineal descendant of Christoplier (or Christoffel, as the early Dutch records have it,) Elswaerts, who came from Holland to the Island of Manhattan in 1653. Beginning life in New York city as clerk for his brother Henry, he was taken into partnership in 1837, in H. & E. Elsworth, and for nearly thirty years carried on a wholesale oil, drug and paint business. He entered heartily into all the local interests of the city, was a volunteer fireman, and played a valiant part in fighting the great fire of 1835. At one time he had a large interest in clipper ships, being part owner of the Wisconsin and Tornado among others, and also had an investment in the Hudson river steamboat Niagara, which ran to Albany. Later, he was president of Enoch Morgan & Sons, manufacturers of Sapolio, and of The Keyport Steamboat Co., which operated a number of harbor steamboats. He was also a director of The Commercial Insurance Co., The Niagara Insurance Co., The Merchants' Exchange National Bank, and The North River Bank. By his marriage with Phoebe A., daughter of D. B. Martin, he was the father of fifteen children, of whom twelve survived him. Three of his sons served in the Union army or navy, one being killed at the second Bull Run, another at Port Hudson.

HENRY ELSWORTH, merchant, born in New York city, Sept. 30, 1808, died there, Jan. 18, 1873. He was in the seventh generation in descent from Christoffel (or Stoffel) Elswaerts, who emigrated from England to Holland, and then to America, in 1653, becoming first of his line on the Island of Manhattan, and thus the founder of one of the oldest families in the city. There is some reason to believe that the Ellsworths of Connecticut and the Aylsworths of Rhode Island descended from the same stock as the New York family. The name is derived from a small village near Cambridge in England, situated upon a rivulet once famous for eels. The Saxon word "worth" signified "place," and the village was called Eelsworth. The family name arose from the circumstance, it is said, that it was the custom for the first settler in a new place to call himself after the name of the settlement. The descendants of old Christoffel Elswaerts were men of good repute in New Amsterdam and New York, and some of them were prominent in their day. Henry Elsworth's grandfather, William J. Elsworth, was a deacon in the Reformed Dutch Church, school trustee, first chief engineer of the fire department, and assistant Alderman, 1789-91. The parents of the subject of this memoir were John W. and Sarah Hinton Elsworth. Beginning life in the employment of Jonathan Southwick, a merchant of oils and paints in this city, Mr. Elsworth's industry, energy and trustworthiness secured for him rapid promotion, and he became, while young, the head of the business in succession to Mr. Southwick. In 1837, after his brother had become a partner, he adopted the firm name of H. & E. Elsworth, and for a full

business generation carried on a successful wholesale drug and paint business. An American business man of the best type, he displayed intelligence of a high order, firmness, rectitude and enterprise, and in spite of his marked modesty, obtained distinction without seeking it. He promoted the foundation of The Manhattan Fire Insurance Co., and the Society Library, served as first president of The Merchants' Telegraph Co., and was a trustee of various charities. May 26, 1831, he married Mary, daughter of William and Mary Morris Ryer. Besides his widow, who survived him nine years, Mr. Elsworth left two daughters; Sarah, wife of John H. Hinton, M. D., and Mary, wife of Edward C. Gregory:

AMBROSE KITCHELL ELY, merchant, one of the oldest and most highly esteemed among the leather men of the "Swamp," was born in Livingston, N. J., Jan. 31, 1823. The family moved to New York two years later. In 1844, Mr. Ely entered his father's firm of Ring & Ely, leather merchants, at No. 17 Ferry street, afterward known as Thorne, Watson, Corse & Co., at No. 18 Ferry street. In 1857, he withdrew, taking out as his share of the capital about \$250,000, and went into business alone, manufacturing and selling leather. At the same time, he engaged largely in real estate transactions. In both lines of enterprise he has been in the highest degree successful. During a number of years past, he has been virtually out of the leather business, but retains an office in the Swamp to manage his real estate interests. He is a bachelor and has never felt any leaning toward club life.

DAVID JAY ELY, merchant, born in Lyme, Conn., May 5, 1816, died Feb. 24, 1877. He was one of the old class of merchants, and famous for the virtues and characteristic traits of his New England ancestry. The family was planted in this country about 1650. Mr. Ely came to New York, a boy of thirteen, and began as clerk for Don Alonzo Cushman, was then engaged in business in the South for a few years, and finally located in Chicago during the '40s, where he carried on the importation of tea, coffee, sugar, molasses, etc. His firm were known first as Reynolds, Ely & Co., then as D. J. Ely & Co. He was a very wide awake and capable merchant, and saw Chicago develop into a great city. In 1866, he removed to New York and imported coffee on a large scale as D. J. Ely & Co., until his death. He married, Jan. 27, 1848, Caroline, daughter of James Duncan of Massillon, O. The two children now surviving are James R. Ely, and Mary, wife of Charles A. Miller.

HENRY GILBERT ELY, merchant, born in West Springfield, Mass., March 7, 1824, died at his home in Brooklyn, N. Y. Aug. 8, 1877. Gaining an education in Westfield academy, he would have entered college, had not his health failed. He came to Brooklyn in 1847 to enter the employment of his uncle, William Kent, in the dry goods trade, and later and up to 1857, was senior member of Ely, Bowen & McConnell, and Ely, Clapp & Bowen. He afterward established, in New York city, the firm of H. G. Ely & Co., leather merchants, of which he was at the head at the time of his death. They were prominent in the trade, and conducted a large and successful business. By his marriage with Mary P., daughter of Samuel Putnam, Feb. 27, 1851, he was the father of Leicester K., Samuel P., Bessie P., and Mary G. Ely. Mr. Ely was the forty-fourth person to join Plymouth Church, and took an active interest in its affairs from the foundation. Quiet and unassuming in manner, but a man of firm and upright character, the foe of all wrong doing, he was highly respected in social and business circles.

SMITH ELY, ex-Mayor of New York city, was born at the residence of his maternal grandfather, Ambrose Kitchell, in Hanover, Morris county, N. J., April 17, 1825. His father, Epaphras C. Ely, a leather merchant and a soldier in the War of 1812, was born in this city in 1795. Moses Ely, the grandfather of ex-Mayor Ely, served in the army of the Revolution, and his great grandfather and great, great grandfather, William and Richard Ely, were both captains during the old French war. By virtue of his ancestry, Mr. Ely is a member of The Society of the War of 1812, The Sons of the Revolution, and The Society of Colonial Wars. His maternal great grandfather, Judge Aaron Kitchell, who was Congressman, United States Senator and Presidential Elector at Large, was also a soldier in the Revolutionary Army.

The subject of this sketch studied law for three years in the office of Frederic de Peyster, and afterward graduated at the University Law School, but he never practiced the profession for a livelihood, having devoted his middle life to mercantile pursuits.

Mr. Ely has always been a Democrat. In 1856, he was elected School Trustee of the Seventh Ward, and held the position for four years. In 1857, he was elected a State Senator by a large majority, being the first Democrat ever elected from his district. In the Senate, he figured as the only Democrat on the most important two committees—the Committee on Cities and the Sub-Committee of the Whole—and he was thus enabled to do much good and defeat much evil in legislation.

In 1860, Mr. Ely received an election as County Supervisor, one of whose functions was to raise the money and men to carry on the war. He held this office for eight years, and, while a member of the Board, became conspicuous by his opposition to the extravagancies of the Board. In 1867, he was re-elected in opposition to the regular Democratic and Republican candidates. In 1870, a union of the Democratic factions took place, and Mr. Ely was elected to the Forty-second Congress from the Seventh District, and did good service on the Railroad Committee, upon which he was placed by Speaker Blaine. He received a re-election in 1874, and an appointment by Speaker Kerr on the Committee on Foreign Relations, the Committee on Public Buildings, and the Committee on the Expenditures of the Treasury Department, of which latter he was chairman.

In 1876, while Mr. Ely yet held his seat in Congress, the different Democratic elements in New York city united upon him as a candidate for Mayor. The Republicans nominated the distinguished soldier and statesman, ex-Governor John A. Dix, but Mr. Ely was elected by more than 55,000 majority.

Mayor Ely's administration was characterized by wise and strict economy. In each of the years of his term the net amount of the city debt was reduced, and, notwithstanding the increase of population, the amount of the tax levy was each year diminished, viz.:

	Net City Debt.	Total Tax Levy.
January, 1877.....	\$119,811,310	\$31,109,521
January, 1878.....	117,700,742	29,178,940
January, 1879.....	113,418,403	28,008,888

This financial success was never paralleled by any other Mayor.

Before he left the Mayor's office, the Democratic party in his old Congressional District offered Mr. Ely the nomination for Congress, but he declined the honor, preferring to return to private life.

In 1867, Mr. Ely was Commissioner of Public Instruction, and in 1880 was nominated as one of the Presidential electors on the Democratic State ticket.



John English

Mr. Ely is a bachelor. His clubs are the Century, Manhattan, Drawing Room, and the Presbyterian Union.

JOHN ENGLIS, one of the most famous of the steamboat builders of this port, was born Nov. 25, 1808, and died in the city of Brooklyn, Oct. 25, 1888. His father, of the same name, an honest Scot, came to America in 1795, and made this city his home. John, the son, derived shrewdness, health and ability from his parents, and received from them a training in character which was of far more value to him than an inherited fortune. The fortune he made for himself. A promising, sturdy and vigorous boy, he studied during youth in the schools of New York city, and then, when he had mastered the elements of a sound education, sought the means of earning his own support. This he found on the East river front in the ship yard of Smith & Dimond, who ranked among the most noted ship builders of their times. The occupation suited his active nature, and here, with axe and hammer, he toiled for several years, learning to shape the frame timbers, lay the planking and assemble the various parts of vessels. His progress was rapid, and he decided to adopt marine construction as his vocation for life. In a few years, he had risen to be a journeyman, and soon became foreman for Bishop & Simonson, another conspicuous firm of builders. While he gained a valuable experience in both these yards, it was evident early in life that the fame of the student was destined in time far to surpass that of his teachers.

In 1837, when steam navigation was being introduced upon the great lakes, Mr. Englis had already earned sufficient reputation to be invited to Lake Erie, to build two steamboats for the northern trade. He constructed the Milwaukee and Red Jacket, both excellent boats, under contract, and then returned to New York. Experience had now brought to him a confidence in his powers, and he opened a shipyard on his own account at the foot of East 10th street on the East river.

While other shipwrights occupied themselves with the construction of the clippers, packet vessels, and freighting ships required for the extended foreign commerce of this port, Mr. Englis devoted his own energies to the separate and, if possible, more important, branch of his art, in which he had begun. Steamboat building, then in its infancy, required the highest talent in the designers of models and the greatest skill and ingenuity in construction. Intended for the navigation of comparatively shoal waters and to be propelled by powerful steam engines, these boats were in model utterly unlike those of the sailing ships, and presented many difficult problems to the marine architect. It was to this branch of the art that Mr. Englis applied himself. Beginning modestly, but filling every contract with painstaking care and with fidelity to the interests of his clients, he soon attracted attention and commendation among the merchants of New York, and gradually rose to be the greatest builder of steamboats at this port. It is a noteworthy fact that during the nearly fifty years of his active business life, nearly all the great side wheel steamers for the trade and travel of Long Island Sound, and the finest river steamboats in the world, were launched from his yard. Nor did he confine himself to river boats. Many noble steamships for the ocean trades were produced by him, and scores of vessels for the merchants of other commercial centers. In all, he constructed eighty-nine vessels, propelled by steam, averaging 1,500 tons each, an aggregate of about 135,000 tons. He was exceedingly careful in the selection of materials, ingenious in his models and the adaptation of means to ends in the framing of his boats, and thorough in workmanship. His

methods were studied by other progressive builders, and copied in all parts of the country. During the Civil War, his yard was especially busy. From 250 to 450 of the best class of shipwrights, carpenters, joiners, and other mechanics, earned their livelihood in his employment.

It is scarcely necessary to present a catalogue of all the vessels set afloat from his famous yard. A few of the more noteworthy may, however, be referred to. Old merchants and thousands of travellers remember the *Drew*, *St. John*, *Dean Richmond*, *Newport*, *Old Colony*, *C. H. Northam*, *Tremont*, *Falmouth*, *Columbia*, *Saratoga*, *City of Troy*, and *Grand Republic*, which were built for river and Sound service, and the ocean steamers, *City of Mexico*, *City of Merida*, *City of Havana*, *City of Vera Cruz*, *City of Atlanta*, *City of Columbia*, *Villa Clara*, *Gloria*, *Trinidad* and others, constructed for deep water navigation. Many of these boats are yet in existence and giving great satisfaction.

Seven of his boats were built for service in China, and one of them, the *Sumo Nada*, is credited with a run of a thousand miles from Hong Kong to Shanghai in fifty-six hours. These boats were the despair of the builders of England, who had expended immense sums in the construction of craft for the same trade, but had never produced one which equalled the creations of Mr. Englis.

In 1853, he constructed for the Lakes the *Plymouth Rock* and *Western World*, which outstripped every rival in speed as well as in beauty for many years, and during the days before the railroads had fairly conquered the West, carried an immense number of travellers to and from the West, proving exceedingly profitable to their owners.

As an illustration of his energy, the construction of the *Unadilla* may be referred to. This was the first of the gunboats and was delivered to the Federal Government in 1861, in forty-eight days, or twelve less than the time allowed. The Secretary of the Navy expressed great satisfaction with this vessel, and wrote, under date of Oct. 8, 1861: "It gives the Department much pleasure to add that the reports of the inspectors are in the highest degree complimentary of the manner in which the work has been executed." An equally remarkable achievement was the building and launching of the steamboat *Columbia* in forty-two days, or within fifty-eight days from the date of signing the contract. This large and handsome boat was finished, complete, in ninety days.

The *St. John* for The People's Line on the Hudson River, trading between New York and Albany, was at her birth the greatest triumph of the day, and signaled a new era not only in marine construction but in the traffic of the river which was her home. The enterprise which led the proprietors to project this magnificent boat was handsomely seconded by the skill of her constructor. Of 3,400 tons burden, capable of carrying 1,700 passengers and 700 tons of freight, upon a draft of $6\frac{1}{2}$ feet of water, this noble boat usually breasted the swift current of this crooked river and touched her pier in Albany within nine hours of her departure from New York. The cabins were marvels of exquisite workmanship, and the two tiers of state rooms, lighted by gas, heated by steam, and furnished in a costly manner, were the subject of flattering comment in the travelling world. The consort of this boat, the *Dean Richmond*, 308 feet in length and 82 feet in width across the guards, took a place on the line in 1867, and proved no less famous and successful.

Among the steamers built for the traffic of Long Island Sound may be mentioned the Newport, 340 feet in length, 44 feet beam, and 14 feet in depth of hold, which made the trip to Newport, a distance of 160 miles, in eight hours, a record which has not been beaten even by the gigantic vessels which are now plying upon that route. The Old Colony, 315 feet in length, 42 feet in beam, and 14 feet depth of hold, was also notable.

Mr. Englis possessed the power of handling large masses of men and of co-ordinating their energies with skill and efficiency. He was, in fact, as much of a business man as an expert in marine architecture; and it came about naturally that, in time, he acquired an interest in many important business ventures. He always preferred navigation enterprises, however, and invested a large share of his savings in The People's Line to Albany, The International Line, The Maine Steamship Co., The Charleston Line, The Knickerbocker Steamboat Co., and The New York, The Union and The Metropolitan Ferry Co.'s., and The Brighton Pier Co. Highly respected for sound judgment and high character, he might have shared in the direction of many financial institutions, but he declined every responsibility, calculated to divert his attention from the labors, which were the ruling passion of his life. He was a member of The General Society of Mechanics & Tradesmen, and promoted every movement for the welfare of the working classes.

He was married in New York city in February, 1832, to Mary A., daughter of Abram Quackenbush. His only son, John Englis, jr., a capable and progressive man, now conducts the old ship yard.

AMOS RICHARDS ENO, realty owner, born in Simsbury, Conn., Nov. 1, 1810, traces his ancestry back to James Eno, an Englishman, who settled in Windsor, Conn., in 1648. The family were men of sturdy character and took an active part in the early wars. Salmon Eno, father of Amos, was a member of the Connecticut Legislature. About 1831, the subject of this sketch came to New York, and with his cousin, John Jay Phelps of Simsbury, opened a little dry goods store on Exchange place. They bought mainly at the large auction sales, paying cash, while others paid in notes, and in a year or two were firmly established in business. Eno & Phelps soon became the largest purchasers at auction sales. Their store burned to the ground in the fire of 1835. Thereafter, they carried on business on Hanover Square and ranked among the soundest and best merchants in the city. The firm dissolved in 1850, and Mr. Eno then engaged largely in real estate transactions, in which he had already become interested. He was among the first to operate on Dey, Warren and Chambers streets and Broadway, and built the Fifth Avenue Hotel at a cost of about a million. His properties have in recent years grown enormously in value. Mr. Eno is a director of The Second National Bank, and a member of the Reform club and New England Society.

RAMON MARIA ESTÉVEZ RODRIGUEZ DE CARDENAS, merchant, born in Matanzas, Cuba, May 16, 1808, died in New York city, March 16, 1888. His grandfather was a colonel in the Spanish army, and his father, Don Jeronimo Estévez, held a very high and honorable position in Matanzas, given to him for life by the Spanish government. He was first cousin of José Maria de Cardenas, Marquis de Prado Améno. During the earlier portion of his business career, he was a sugar broker in Cuba, and for several years prior to 1857 carried on an extensive business in Havana. Owing to the unsettled state of affairs in Cuba, he came to New York city in 1857, and founded the successful firm of Angulo & Estévez, and later, that of Estévez & Govin & Bro.

He retired from business during the Cuban rebellion and engaged in heavy transactions in local real estate, his capital in these ventures being re-inforced by that of Felix Govin y Pinto, also a wealthy Cuban planter. Señor Estévez's wife was Louisa San Jorje, daughter of the Baron San Jorje. His wife passed away before him. His only child, Ramon Maria Estévez, jr., also now deceased, married Inez Morales de Mauresa. The only survivors of his immediate family are two granddaughters, sisters, to whom he left his entire fortune. They were Mary Ignacia Estévez, and Caroline Cecilia, who became the wife of Thomas H. Terry, Dec. 3, 1890.

JAMES EVERARD, brewer, the architect of his own fortunes, born in Dublin, Ireland, in August, 1829, came from a mercantile family and passed his earlier years in the laborious occupations of printing and stereotyping and mason work and building. When the war with Mexico broke out, he joined the American army and fought in many battles under General Scott and General Taylor. After the war, he served for a time on the New York city police force, and resigned to engage in contracting and building. He fulfilled important contracts in the construction of the New York Post Office and with the city for paving, grading, etc., continuing from 1857 to 1868. In 1876, he bought the Whitney brewery for the manufacture of ales and porter, and in 1886 built a lager beer brewery at 133d street, extending at the present time from 132d to 135th streets, and including extensive bottling works, stables, wagon and blacksmith shops, etc. In 1894, he abandoned the Whitney brewery and built a new one for ale and porter, extending from 134th to 135th street, and erecting on the site of the old brewery at West, Washington and 10th streets a large warehouse, fourteen stories high, for government stores. In 1890, he utilized property in West 28th street by building Russian and Turkish baths of great luxury and comfort. Mr. Everard is a director of The Fifth National Bank, has interests in a variety of other enterprises, and is credited with giving away much in charity. He is married and has one daughter, Olga Jule Everard.



F.

EBERHARD FABER, lead pencil manufacturer, born in Stein, Bavaria, Dec. 6, 1822, died in New York city, March 2, 1879. Caspar Faber, the first member of the family engaged in this industry, began the manufacture of lead pencils in 1761, in the little village of Stein, in Bavaria, and the industry has since been carried on by his family. In 1784, his son, Anthony William Faber, took charge of the business, and was succeeded by his son, George Leonard Faber. About 1849, Lotha von Faber, head of the German house, saw the necessity of establishing a branch of the business in America; and accordingly, in that year, Eberhard, son of George Leonard Faber, who preferred a practical career to the study of the law, which he had been pursuing at several of the German Universities, was sent to New York city. In 1851, he opened a house at No. 133 William street, as the agent of the A. W. Faber lead pencils, and in 1852 began the exportation to Germany of red cedar. In 1861, he built the first lead pencil factory in the United States at the foot of 42d street on the East river, and when, in 1872, this was burned, he built another at Kent and West streets in Greenpoint. In 1877, the office of the house was removed from William street to Broadway. Mr. Faber also introduced the manufacture of pen-holders, gold pens and rubber goods of all varieties, connected with the stationery trade. He enjoyed a practical monopoly of the pencil industry for many years, and by his enterprise made the A. W. Faber lead pencils as well known in every home and school in America as that of the parent house in Germany has made it in Europe. Mr. Faber's surviving children are John Eberhard, Lothair, Bertha, Sophia, Louise and Rosie Faber.—His son, **JOHN EBERHARD FABER**, born March 14, 1859, in New York city, was christened John Robert Faber and was educated at the School of Mines, Columbia College, and in Nuernberg, Germany, and Paris, France. He then entered the office of his father, where he learned every necessary detail of the manufacture and sale of lead pencils. In 1879, he took charge of the business in America, and then received permission from the courts to change his middle name to Eberhard. Several years later, he admitted his brother Lothair to the firm. Mr. Faber is a very capable manager of his business. He operates a factory in Brooklyn, and derives his supply of red cedar from Florida, which State alone grows this wood in perfection. Mr. Faber operates a large cedar yard and factory in Cedar Keys, Fla., at which the red cedar logs are sawed into slabs, ready for transportation to New York or Europe. His agents are continually exploring Florida for cedar lands, and have purchased for him large tracts of the standing timber. Mr. Faber is a director of The First National Bank of Staten Island, The American Life Union, and The Mutual Fire Insurance Co., and a member of the Staten Island Cricket and Staten Island Athletic clubs. He was married in 1887 to Abby Boles Adams.

EGISTO PAULO FABBRI, banker, born Dec. 28, 1828, in Florence, Italy, died there, June 25, 1894. His father, Giovanni Fabbri, was a merchant of silk. His mother was Russian. Egisto received a sound education in Italy and England and planned to be a surgeon. Upon the death of his father, however, he entered a shipping house in Livorno and when it failed went to Paris. In 1851, he came to the new world. In 1852, he returned to Italy, but came to America again in 1854. After a year's search for

employment, he became bookkeeper for John Randall & Co., shipping merchants, was admitted as a partner seven years later and so remained until 1867. Then, he founded the shipping house of Fabbri & Chauncey, which enjoyed a prosperous career, finally becoming extinct in 1884. In 1875, Mr. Fabbri became a partner in Drexel, Morgan & Co. Ill health compelled his retirement Dec. 31, 1885. During his last nine years, he travelled extensively in Europe and purchased a beautiful estate in Florence, upon which he dwelt thereafter. For his services in behalf of Italian independence, King Victor Emanuel bestowed upon him the unusual right of regaining Italian citizenship at his own pleasure. In his amiable, courtly, personal address, his famous hospitality, and his musical accomplishment, he reflected his Italian birthright, and in his business career, revealed financial sagacity and executive ability. He was one of the founders of the Metropolitan Opera House in this city. He was married June 28, 1849, to Mary Kealey. Being without issue, in 1890, he adopted the children of his deceased brother Ernesto.

ERNESTO GUISEPPE FABBRI, merchant, born in Florence, Italy, March 17, 1830, died at Lake Mahopac, N. Y., July 3, 1883. He came to this city at the age of twenty-three, found employment as a clerk for John Randall & Co., subsequently became a partner, and then married a daughter of the senior partner. The firm was dissolved in 1861. Mr. Fabbri returned to Italy and in Genoa established the firm of Valerio & Fabbri, commission merchants. In 1865, he returned to this city and entered the commission house of Fabbri & Chauncey on South street, of which his brother Egisto P. Fabbri was a partner. In 1876, Ernesto succeeded his brother as the head of the firm. He was a director of The Central & South American Telegraph Co., The Orient Mutual Insurance Co., and The United States Rolling Stock Co., and a member of the Chamber of Commerce and of The Maritime Association. Active in the Committee on Italian Schools, he befriended his poorer countrymen in so many ways, that the Italian Government conferred upon him the honor of knighthood and the orders of the Crown of Italy and Sts. Maurice and Lazarus. His marriage with Sara, daughter of John Randall, brought him eight children, Egisto P., Ernestine, Marie Pauline, Ernesto G., Alice, Nathalie, Cora, now deceased, and Alessandro. He was a member of the Protestant Episcopal Church of the Holy Communion.

JOSEPH FAHYS, manufacturer, was born May 23, 1832, in Belpport, France. Educated in France, he came to New York city and, in June, 1857, with a few hundred dollars, started the manufacture of watch cases on a small scale. Afterward, he established a factory in Carlstadt, N. J.; in 1866, one in Brooklyn; and in 1881, one in Sag Harbor, which is the present location of the industry. His enterprise is now incorporated as The Fahys Watch Case Co., making 1,500 cases a day. The business office is on Maiden Lane in this city. Mr. Fahys is the owner of the building bearing his name at No. 54 Maiden Lane; president of The Fahys Watch Case Co.; a director of The Brooklyn Watch Co., The Montauk Steamboat Co., and The Third National Bank of New York; and trustee of the Lafayette Avenue Presbyterian Church and The Homœopathic Hospital in Brooklyn. The family live near Sag Harbor in the summer, and find delight in cruising in their yacht *Alsace*. Their winter residence is in Brooklyn. He is a member of the Down Town club of New York, and the Hamilton and Riding and Driving clubs of Brooklyn. Mr. Fahys was married April 19, 1856, to Maria L. Payne of Sag Harbor, and their children are Marie Louise, Lena M., Maria D., Bertia A., and George E. Fahys.

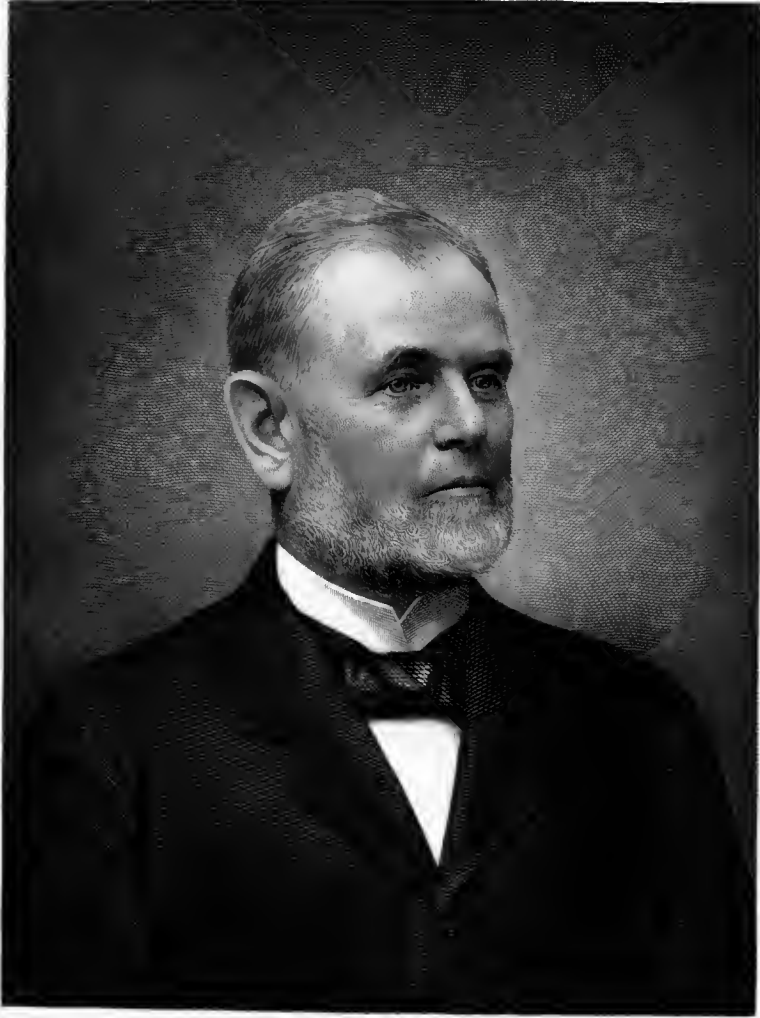
EDWARD GEORGE FAILE, merchant, a native of Semiston, Roxboroughshire, Scotland, and born Feb. 9, 1799, died at his home at Hunt's Point, Westchester county, April 20, 1864. His father, George Faile, was a farmer, while his mother, Joan Hall, was a descendant of the Burrells of Northumberland, England, and of John Burrell, a courtier of Henry V., and bore upon her family arms the sturdy motto, "I adhere." The family came to this country in 1801, settling in Westchester county, where Edward was educated. At the age of seventeen, the youth became a clerk for Abram Valentine, wholesale grocer in New York. Remaining in that store until 1821, he then started for himself on the corner of Peck Slip and Front street. Feb. 1, 1825, he admitted his brother Thomas as a partner, under the name of E. G. Faile & Co. He was diligent, honest, and untiring, and prospered rapidly. In 1840, the firm bought the store at 181 Front street, moved into it, and for thirteen years carried on a large wholesale grocery trade, attaining celebrity by their success. In 1853, both the senior partners retired, being succeeded by their sons and Richard Williams, in Faile, Williams & Co. Mr. Faile was always a man of public spirit and a director of The New York & Harlem Railroad in the early days and of The New York Central Railroad, while Erastus Corning was president. It was he who made a suggestion to Richard M. Hoe, which resulted in the invention of the first machine for stamping and dating tickets as issued, ever used in this country. He helped organize The Metropolitan Bank and was a member of the Chamber of Commerce. Mr. Faile had a home in Westchester county and was connected with the agricultural school in Ovid, N. Y., and the Pease Farm Industrial School, and served as president of The New York State Agricultural Society. He was married, Dec. 8, 1821, to Ann Delia, daughter of Abram Valentine. Their children were Ann D., Edward, Thomas H., Charles V., Henry, Samuel, Mary E., Harriet and Caroline.

THOMAS HALL FAILE, merchant, son of the late George Faile of Westchester county, was born in Eastchester, Feb. 4, 1803, after the family had made their home in the United States. He died abroad, in Nice, Jan. 13, 1873. From his family he inherited a fine physique, a noble countenance, a mind sagacious and bold, and a character above reproach. Beginning life as a clerk for his brother, Edward G. Faile, wholesale grocer of New York, he became a partner, Feb. 1, 1825, and during the following twenty-eight years was active and prominent in the trade, and a leading spirit in the life of New York city. To secure better opportunities for study to merchants' clerks, of whom he had been one, in 1846, he joined The Clinton Hall Association as a trustee, labored to stock the library with good and useful books, and fought every proposition to open the doors on Sundays. He joined the Chamber of Commerce, became a director of The Bank of America in 1839, and was a member of the Union League and Racquet clubs and St. Andrew's Society, and at one time president of The New York State Agricultural Society. During a journey to Europe, taken largely with this object in view, he visited many asylums for the insane, made a special study of their management, and, as a governor of The New York Hospital, and permanently charged with the supervision of The Bloomingdale Insane Asylum, he introduced many improvements in the system of the latter institution. This labor of love occupied the last fifteen years of his life. His public spirit was illustrated by his co-operation in establishing at the old Rotunda the Gallery of Fine Arts, celebrated for its exhibition of Cole's paintings of the Course of Empire and the Voyage of Life. His life was an unbroken record of success, generosity and philanthropy. Mr. Faile never married.

BENJAMIN LEWIS FAIRCHILD, lawyer, was born Jan. 5, 1863, in Sweden, N. Y., and is a son of Benjamin Fairchild, who served through the Civil War and then settled in Washington, D. C., and did not see his son until the latter was two years old. The family are of English descent and long known in Connecticut, where the pioneers settled. Mr. Fairchild's mother was a member of the Schaeffer family and of German ancestry. The subject of this biography was educated in the public schools of Washington, D. C., and the law department of Columbian University. At the age of thirteen, he became a draughtsman in the Patent Office, and from fourteen until twenty-two, held a clerkship in the Treasury Department, meanwhile pursuing his studies. Having been admitted to the bar, he came to New York in 1885, without means, was successful in his profession, and invested his earnings in the development of real estate properties in Westchester county, in compliance with an injunction he had heard in boyhood to buy land by the acre and sell it by the foot. He continues to practice law, his firm being Southard & Fairchild, and has large realty interests at Pelham Heights and Mount Vernon. He has always been a Republican in politics and a popular man. In 1894, the tidal wave of public sentiment swept him into a seat in Congress from a Democratic district. He was married in New York city, Feb. 28, 1893, to Anna E., daughter of the late James Crumbie. He is a member The Society of Medical Jurisprudence and the Republican and New York Athletic clubs.

CHARLES STEBBINS FAIRCHILD, lawyer, born April 30, 1842, in Cazenovia, N. Y., is a son of the late Sidney T. Fairchild, a distinguished lawyer, for many years counsel for The New York Central Railroad, who died Feb. 15, 1889, the possessor of a large estate. Graduating from Harvard University in 1863 and from the Harvard Law School in 1865, Mr. Fairchild read law in the office of Hand, Hale & Swartz, was admitted to the bar in Albany, and in 1873 became a member of the firm above named. In 1874, he was called into the public service as Deputy Attorney General of the State, and the following year was elected Attorney General as a Democrat. In 1878 he visited Europe. Upon his return in 1880, he established a law office in New York city, and has since become identified with large interests. He is president of The New York Security & Trust Co., and has been president of The State Charities Aid Association. From March, 1885, to April, 1887, Mr. Fairchild held the important position of Assistant Secretary, and from the latter date, to the end of President Cleveland's term, that of Secretary of the Treasury. He is a member of the Metropolitan, Century, University, Manhattan, Aldine, Lawyers', Reform, Bar, Democratic, Harvard Alumni, and Alpha Delta Phi clubs. He received the degree of Doctor of Laws from Columbian and Harvard Universities in 1888.

ARNOLD FALK, merchant, a native of Germany, and born in March, 1843, came to the new world in 1858, after an education in the public schools in the fatherland, and was the constant partner of his brother, Gustav, in various enterprises connected with the tobacco trade. First a cigar manufacturer, he gained in that industry an intimate knowledge of the various classes of tobacco leaf, and then, in 1859, joined in establishing the firm of G. Falk & Bro., to import Sumatra and other foreign tobacco and export the native leaf of America. Success came to this house through their enterprise, industry and good character. Mr. Falk was a member of The German Society. He married Miss Fannie Wallach of this city in 1876, and had two sons, Myron and Kaufman Falk, and died in Heidelberg, Germany, June 18, 1891.



Franklin Fanel, New York

Franklin Fanel

GUSTAV FALK, importer of tobacco, born in Germany, April 19, 1841, is a son of M. J. Falk, merchant, who came to America in 1858 and settled in New York city. Gustav received an education in the schools of Herford, Westphalia. Most of his success in life has been due to native shrewdness and ability. After a valuable experience as a cigar manufacturer in this city, he entered into partnership with his brother, Arnold, in 1859, as G. Falk & Bro., for wholesale handling of foreign and domestic leaf tobacco. They were the first house to import Sumatra tobacco upon a large scale, and as they had no competition for several years, their business was exceedingly profitable. Their trade in Sumatra tobacco is yet large but the house also packs and exports American tobacco also extensively. Owing remotely to Sir Walter Raleigh's office in making the leaf popular, but more immediately to Mr. Falk's own industrious career of thirty-five years, he has become one of the wealthiest dealers in the trade. He maintains store houses in this city and Lancaster, Pa. In 1871, he married Miss Rebecca, daughter of Kaufman Wallach, and has five children, Julia, wife of David M. Frank, Kaufman S., Sophia, Jesse M., and Milton J. Falk.

JOHN TEMPLE FARISH, merchant, a native of Virginia, born about 1820, died at his home on Park avenue, in this city, May 13, 1891. Before he had attained his majority, he came to New York to live with his uncle, Lewis Rogers, then a prominent merchant, who acted as agent for the Rothschilds in the purchase of American tobacco. Mr. Farish was admitted to partnership in Rogers & Co., and conducted so profitable an exportation of tobacco that he was able to retire when hardly forty years old. From that time forward, he was occupied entirely with investments. In 1870, he married Martha, a daughter of Justice Grier of the Supreme Court of the United States. Mr. Farish was deeply interested in charities, and expended a large part of his income in philanthropic work. He was a regular attendant of St. Bartholomew's church. His wife survived him. By will, he gave to St. Luke's Hospital the sum of \$50,000, to The New York Bible Society \$10,000, to The Home for Incurables \$50,000, to the Missions of the Episcopal Church \$20,000, to The Church Mission for Deaf Mutes \$20,000, and to other institutions, \$120,000.

FRANKLIN FARREL, manufacturer, has achieved signal success in varied lines of industrial enterprise and is entitled to a prominent place in the ranks of successful men. He was born Feb. 17, 1828, in Waterbury, Conn. His youth was passed in a mechanical atmosphere, his father being a skilled mechanic, and early in life it became evident that he had himself special aptitude in this direction. His early education was obtained in Waterbury, being rounded out by a course at West Point, where he received the degree of Civil Engineer. Mr. Farrel's first distinct business venture was the organization of The Farrel Machine Co., in Ansonia, Conn., about forty-five years ago. It was a modest beginning, the outfit consisting of a single lathe and planer. For many years Mr. Farrel gave this plant his closest attention, and such business ability did he bring to its management that the results are apparent to-day in an establishment containing over two hundred and fifty machine tools, many of them among the largest in the world, and employing in prosperous times over seven hundred men.

Mr. Farrel is essentially a leader, and, when he lends his personality and efforts to the promotion of a project, success is practically assured. A striking illustration of this is shown at Bridgeport, Conn. In 1883, the western section of the city was undeveloped, a great part of the territory being covered by a thick growth of underbrush. He

was able to foresee the possibilities of the section, and the unexcelled rail and water facilities, which could be obtained by proper development. The Bridgeport Forge Co., a concern of which Mr. Farrel is president and principal owner, was organized and located in this seemingly desolate region. The Bridgeport Copper Co. was organized soon afterward through the efforts of Mr. Farrel, and its first buildings erected in the same locality. Owing to the business energy of Mr. Farrel and his associates, these companies have shown constant growth and must now be ranked among the most prosperous concerns in Connecticut. Encouraged by such enterprise, other large firms have since located in this part of the city, fine streets have been laid out and worked, substantial dwelling houses and blocks erected, and, as if touched by a magic wand, the section in a single decade has become one of the most prosperous and flourishing in the city of Bridgeport.

After earning the reputation of being one of the most expert founders and machinists in the country, and establishing several of the largest firms in Connecticut on a successful basis, Mr. Farrel turned his attention in other directions. He embarked in the sugar business in 1879, and from a small beginning has achieved notable success. He selected capable and energetic associates, and wise co-operation and concerted effort have brought about fine results. The sugar estates are located in Cuba and Santo Domingo, and some idea of their proportions may be conveyed when it is said that three of these estates require in their operation over twenty-five miles of fixed railroad and furnish employment to over three thousand men.

Another industry to which Mr. Farrel has directed his attention, and which has prospered under his direction, has been the manufacture of copper. He became identified with The Parrot Silver & Copper Co., of Butte City, Mont., and the first mine was worked in 1877. This company has grown under the competent management of Mr. Farrel and his associates, and to-day its product is one of the standard brands of copper of the world. Without further specific mention, it may be said that in every direction one can point to industries, successful to a marked degree, and all the product of brains and intelligence backed by Mr. Farrel's capital and business wisdom. Mines, smelters, metal refineries, forges, foundries, machine shops, brass and copper rolling mills, railroads, banks, hotels and sugar plantations are among the industries which claim the care and attention of this remarkable man. In politics, Mr. Farrel has always been an earnest and consistent Republican. Although often urged to allow his nomination for honorable positions, he has felt that he could not justly set aside or neglect the great business affairs entrusted to his keeping. His advice and assistance, however, have always been sought and given to promote the interests of Republicanism.

WILLIAM DOUGLAS FARWELL, merchant, born at Big Flats, Chemung county, N. Y., May 31, 1827, died in New York city, Aug. 30, 1885. His father, Benjamin Farwell, was a man of marked integrity and strength of character and a warm hearted, generous Christian. The young man gained his first experience as a merchant in Steuben county. In 1863, he removed to Chicago, and in 1865 entered the wholesale dry goods house of John V. Farwell & Co., as a partner. The same year, he removed to New York to represent the business here as resident partner. As a business man, he commanded general respect. He was a member of the Union League and Merchants' clubs, the Chamber of Commerce, The New England Society and other social organizations. While keen and enterprising as a merchant, money making did not enlist his

entire attention. He was a Christian gentleman and an active member of the Madison Avenue Methodist Episcopal church, to whose prosperity he contributed largely, and of which he was a trustee, serving upon the Executive Committee for the erection of the present church edifice. For the support of missions, he spent a large amount of time and means, and served for many years as trustee of the Drew Theological Seminary. In 1866, he was married to Hannah D., daughter of the Rev. Dr. Allen P. Ripley, of Buffalo. His one child was a daughter, Cornelia Hannah.

SIGOURNEY WEBSTER FAY, dry goods merchant, a native of Boston, Mass., was born Feb. 6, 1836. His father was Nahum Fay, also a merchant. The family are of English ancestry and descend from John Fay, who settled in this country in 1640. Josiah Fay, great grandfather of Sigourney, born in Westboro, Mass., in 1732, and Elisha Forbes, of the same town, great grandfather in the maternal line, both served in the American Revolution, first at Bunker Hill and then in the 1st Continental Infantry. After graduation from the old English High School in Boston, Mr. Fay gained his first training in the dry goods store of Lawrence, Stone & Co., in Boston, and the Middlesex Woolen Mills of Lowell. In 1860, he was invited to New York and in the commission dry goods firm of Stone, Bliss, Fay & Allen began a career which has been attended with uniform success to the present time. Until 1869, this house carried on, it is believed, the largest local commission trade in woolen goods in this city. They were the selling agents of about fifteen New England factories. In 1869, the firm reorganized as Perry, Wendell, Fay & Co., and in 1878, as Wendell, Fay & Co. Mr. Fay is in charge of the New York branch of the business. He is a sound and excellent merchant, energetic, capable and of high character. He is a member of the Chamber of Commerce, a director of The Hanover National Bank and The Exchange Fire Insurance Co., and a member of the Union League, City, Players', Metropolitan, and Merchants' clubs and The New England Society. By virtue of direct descent, he is a member of The Sons of the American Revolution. In 1860, Mr. Fay married Delia A., daughter of Emery B. Fay, of Boston.

THOMAS FAYE, wall paper manufacturer, a native of Galway, Ireland, 1810, died in New York city, Feb. 24, 1892. His father was French, his mother Irish. After his mother's death, he came to this country at the age of eight, with his father, who, buying a farm near Rochester and losing his money in land speculation, died suddenly in 1820 and left the boy to fight his own way unaided. Lacking a good education in the day schools, he so well compensated himself for this by attending night schools and debating societies, and by extensive reading and alert observation, that he became a notably well informed man. While young, he entered the employment of Francis Pares, a wall paper maker on Pearl street, and was admitted to partnership in 1830, in Pares & Faye, but subsequently withdrew and formed a partnership with Lewis Belrose, under the name of Belrose & Faye of this city and Philadelphia. They had a factory on West 29th street and a salesroom on Broadway. Just before the war, Mr. Faye retired from business with an ample fortune and the distinction of having been the first to manufacture wall paper by machinery, having won for this achievement the first gold medal of the American Institute. He owned buildings on Broadway, near Franklin street and Grace Church, and about twenty acres on Washington Heights, now covered with private residences. Public office was frequently tendered him but always declined. During the Civil War he espoused the cause of the Union. Mr.

Faye was married in 1839 to Marion, oldest daughter of the late Judge Edward Copeland. They had four daughters and four sons, namely: Mary, Marion C., Ada M., Ella L., Edward C., Thomas F., Harold, James J., and E. Frederick Faye.

DANIEL BURTON FAYERWEATHER, tanner and leather merchant, born March 12, 1822, died Nov. 15, 1890, at his home in New York city. He was the son of Lucius Fayerweather, a farmer and a descendant in the fourth generation from John Fayerweather and Abigail Curtis of North Stratford, now Trumbull, Conn. John Fayerweather, a soldier in the Colonial army, lost his life in 1775 in the campaign for the capture of Fort Ticonderoga. He was a farmer. Samuel, son of John, served through the whole of the American Revolution. Daniel's early education was gained in the schools of his native town and the academy in Newtown, Conn. Having learned the shoemaker's trade, as apprentice for Capt. Luzon W. Clark, of Trumbull, he joined his principal as a partner and conducted a profitable business for a long period, their market being chiefly in the South. While making purchases of leather in New York, Mr. Fayerweather made the acquaintance of Hoyt Bro's, on Spruce street, and from their mutual appreciation there resulted an arrangement whereby Mr. Fayerweather entered the firm on the basis of a percentage of profits. In this way he became connected with the leather business, a trade which placed a limit, neither on Mr. Fayerweather's business abilities nor his broad and generous views of life. The Civil War gave a great stimulus to the leather trade. About 1862, Mr. Fayerweather was admitted to full partnership. About 1866, the associates divided, William, Oliver and Mark Hoyt continuing as Hoyt Bro's., in the hemlock leather business, while Joseph B. Hoyt, the oldest brother, and Mr. Fayerweather united as J. B. Hoyt & Co., retaining the old stand on Spruce street, and the trade in oak leather and belting. Jan. 1, 1884, J. B. Hoyt & Co. dissolved and the firm of Fayerweather & Ladew was formed by Mr. Fayerweather and Harvey S. Ladew. The new partners were exceedingly congenial to each other and co-operated harmoniously to extend their trade. They owned a number of tanneries in the oak bark districts of Maryland, West Virginia, Tennessee, Georgia and Alabama. Their trade was enormous. Mr. Fayerweather was a shrewd investor, and at the time of his death held large amounts of the securities of about twenty railroads, which he had purchased to advantage. Like the rest of his family, he was stalwart in character and physique and of great purity of life. He was married to Lucy, daughter of William Beard Joyce, of Trumbull, Conn. During his energetic career and in honest industry, Mr. Fayerweather gained a fortune of several millions. By his will he gave specifically \$3,725,000 to about thirty-five colleges and \$560,000 to eleven hospitals. The residue, after the payment of those and other specific legacies, was bequeathed to trustees absolutely, to be disposed of to colleges and public institutions. Mrs. Fayerweather died in Rutland, Vt., July 16, 1892.

CHARLES NYE FEARING, merchant, born in Wareham, Mass., March 10, 1812, died at his home in Lafayette Place, New York, Jan. 6, 1886. His father, William Fearing, a prosperous shipping merchant, came from English ancestry and traced his line to John Fearing, founder of the family in this country, who came from Cambridge or Hingham, England, to Hingham, Mass., in 1635. With an excellent education, obtained at Brown University, Charles began life in the dry goods business in partnership with Edwin Hoyt, as Fearing & Hoyt. In 1840, he embarked in the commission dry goods business in this city, on Exchange Place, in the firm of Fearing & Hall, and rose

to prominence in this occupation. His house ranked among the leaders of the trade for more than twenty years. He retired in 1861, his life thereafter being a quiet one. He was president of The Auburn Woolen Co. for many years. In 1839, he married Mary, daughter of Benjamin L. Swan. Their children were three sons, Charles F., a stock broker, William H., an importer of wines, and Edward S. Fearing, who died in 1881.

MARTIN S. FECHHEIMER, merchant, was born of Jewish parents, June 24, 1835, in Mitwitz, Bavaria. His parents were poor and could not give him a better education than that afforded by the village school. The boy left home in 1847, removed to Cincinnati, and entered the employment of his uncles. He began at the bottom of the ladder, doing the hardest and roughest work, for which he received his board and lodging. Having acquired some experience, at the age of nineteen he started in business for himself at Toledo, O., and subsequently moved to Madison, Wis. In 1858, he went to California. As a clerk in Sacramento, he saved his earnings, and joined Henry Kronenthal, in 1860, in a clothing business. In 1862, Henry Goodkind became associated with them in Fechheimer, Goodkind & Co. From 1862 to 1884, the business was carried on in San Francisco, and they ranked eventually as one of the leading clothing houses of the coast. In 1884, Charles Fishel and Charles E. Adler, having become members, the firm established a store in the city of New York, which soon acquired such proportions that the firm discontinued the California branch. Oct. 31, 1891, Henry Goodkind retired, and the business has been continued since under the name of Fechheimer, Fishel & Co. They are now one of the leading houses in the wholesale clothing business. For many years past, Mr. Fechheimer has adopted a modified form of profit sharing, as a result of which and of his fairness to employés, he has never had a strike since coming to this city. He is a director of The Hanover National Bank and a member of the Harmonie social club. He assisted in organizing the first Society for Ethical Culture in this city, under Prof. Felix Adler, and for many years was president and trustee of the society. In 1865, he married Miss Francis Meyer. Of his seven children five are living.

WILLIAM FELLOWES, merchant, a native of New Pitt, N. C., born April 17, 1802, died May 12, 1875, at his home in Richmond county, N. Y. The son of Jonathan and Elizabeth Fellowes, members of old families, he began life with inherited spirit and after an education in Henderson, Ky., made his reputation as a merchant in the dry goods firm of William & Cornelius Fellowes in Louisville, Ky. His trade was largely with the river States and a branch store was established in New Orleans under the style of Fellowes, Jenkins & Co. About 1846, Mr. Fellowes removed to New York city and managed another branch house, in co-operation with the other firms. He soon became known as a very capable, upright and progressive man. He owned a plantation in St. Mary's parish, La., a farm in Texas, and interests in The Manhattan Silver and The American Mining Co's, and other properties. Having made a large investment in The Panama Railroad, he accepted office as a director of that company. By his marriage with Caroline Davis in Boston, he had nine children: Mrs. Eliza B. Wardwell; Caroline, wife of David P. Morgan; William, Clara, Harriet D., Cornelius, Nancy W., Alice and Birney Fellowes. He was a member of the Union club.

BENJAMIN HAZARD FIELD, merchant, born May 2, 1814, in Yorktown, Westchester county, N. Y., died in this city, March 17, 1893. He was a descendant of an old and gentle English family, one of whom, Robert Field, came to America with his

neighbor and relative by marriage, Sir Richard Saltonstall, in the company organized in 1630, and settled in Watertown, Mass. Later, he moved to Newport, R. I. The subject of this sketch was the son of Hazard Field. He graduated from the North Salem academy and entered the office of Hickson W. Field, a merchant in the China trade and wholesale dealer in drugs in this city. In March, 1832, he became a member of the firm, and, in 1838, when the senior partner retired, assumed the management. June 9, 1838, he married Catherine W. Van Cortlandt de Peyster, daughter of Frederic de Peyster and noted for her beauty, prominence in society and activity in charitable work. They had two children, Cortlandt de Peyster Field and Florence Van Cortlandt, wife of W. W. Bishop. Mrs. Field died in July, 1886. In 1861, Mr. Field was joined in business by his son. Four years later, the firm name was changed to Cortlandt de P. Field & Co., the elder Field remaining a silent partner. He owned a large amount of excellent real estate in New York city, and was a director of The Atlantic Mutual Life Insurance Co., and The Greenwood Cemetery Co., and vice president of The Bank for Savings. Early identified with the St. Nicholas Society, of which he became vice president and president, in 1884 he was elected a life member of the Society. To his efforts was largely due the erection of The Farragut monument in Madison Square and the monument to the poet Halleck in Central Park. He was exceedingly active in philanthropic work and an officer of numerous charities, being also a member of the Chamber of Commerce, and the Century and St. Nicholas clubs, and a life long member of the Protestant Episcopal church.

CYRUS WEST FIELD, famous for his share in laying the first Atlantic cable, born in Stockbridge, Mass., Nov. 30, 1819, died in Dobbs Ferry, N. Y., July 12, 1892. He was one of eight distinguished sons of Dr. David Dudley Field, a Congregational minister of Stockbridge, and was descended from Zachariah Field, who settled in America about 1630. His education was obtained from his father and in the schools of Stockbridge. At the age of fifteen, he entered the employment of A. T. Stewart in New York, and in October, 1840, became a partner of L. Root & Co. in the paper trade. This firm failed in 1841, and, until 1843, Mr. Field found himself occupied with a settlement of their affairs. In 1843, he organized the firm of Cyrus W. Field & Co., built up a prosperous business, and paid off, in 1853, all the debts he had compromised in 1843. Becoming, in 1854, intensely interested in the possibility of connecting the old and new worlds by telegraph, and having partly retired from business, he devoted himself with enthusiasm to the subject of an ocean cable. In 1858, a cable was laid which worked imperfectly. Entire success was not attained until 1866. No one who studies biography for the elements of character which command success, can fail to be struck with the two fundamental factors, illustrated in this achievement, which won for Mr. Field world wide distinction, namely, first the conception of a useful and practical idea, and secondly the inflexible determination and undaunted pluck which he brought to bear in carrying out his plans in spite of discouragements and obstacles. For the laying of the Atlantic cable, Congress gave Mr. Field a gold medal and the thanks of the nation, and the Paris Exposition of 1867 awarded him a grand medal. In 1866, he again wrote to various creditors who had released him in 1860 and paid his indebtedness in full, with interest, to the amount of \$170,897. He helped develop the elevated railway system of New York and was identified with other great enterprises. For several years, the name of Cyrus W. Field was well known in Wall street. Daring

in speculation, upright and competent, he amassed a fortune of several millions, which, however, first reduced somewhat by speculation, at the last shrank to nothing, owing to the necessity of repairing losses for which he was not responsible. Successful in business, he was never more successful than in the triumph over self and the love of wealth, when he devoted the accumulations of a life time toward preserving the honor of his family. At the time of his death, he owned only five shares in The Anglo-American Cable and one hundred acres of land at Irvington on the Hudson, upon which there was a mortgage. Mr. Field was married Dec. 2, 1840, to Mary Bryan Stone of Guilford, Conn. Mrs. Field died Nov. 23, 1891. The children born to them were Mary Grace, Alice Durand, Isabella, Fanny Griswold, Arthur Stone, now deceased, Edward Moore and Cyrus William, who died June, 9, 1894. The first named, wife of Dr. D. A. Lindley, died Jan. 11, 1892.

HICKSON W. FIELD, one of the race of old New York merchants, who died in Rome, Italy, Feb. 12, 1873, at the age of eighty-five, laid the foundation of his fortune in the commission and drug business on Burling Slip. He inherited a moderate estate, but the most of his means probably came, however, from investments in real estate in the city, at a time when purchases could be made at a moderate valuation. The rapid growth of the town greatly enhanced the value of his properties. About 1845, he built, in company with a partner, the New York Hotel on Broadway, which, for nearly fifty years, ranked among the most prosperous hostelries in the city, becoming a headquarters for Southern merchants especially. The uptown movement, it may be noted in passing, finally left this old hotel lagging in the rear. It ceased to pay, and, in 1894, it was levelled to the ground to give place for a modern office building. His son was Hickson W. Field, jr., and his daughter Mrs. Eleanor K. Jay.

BENEDICT FISCHER, tea merchant, born March 21, 1841, in Ober Schopfheim, Baden, Germany, has been a resident of the United States since the age of fourteen. Receiving only a limited education in the village school of his native place, he was thrown upon his own resources for his success in life. Beginning as a wheelwright's apprentice, he served his time, and afterward relinquished a salary of \$45 a week to become a chemist's assistant at \$3 a week with a view to a future career. He then entered a varnish factory, aided in the manufacture, and became a salesman of varnish. Later, he found as salesman for a wholesale grocery house the vocation he has since pursued. In 1861, he engaged in the tea and grocery trade for himself, making visits to buyers during the day, and at night preparing the goods for delivery. Through his own efforts, his present extensive trade is the outgrowth of a modest beginning. With several changes of partners, and with occasional mishaps, such as the burning of his store twice, he has gone bravely on in spite of discouragements, and has won large means by sheer perseverance and persistent enterprise. Mr. Fischer has a thorough knowledge of his trade, bears a good reputation, and has set an example which should prove an encouragement to many young merchants. Mr. Fischer was the first to introduce American tiles in the market, and is president of The American Encaustic Tile Co., the largest of its class in the United States. Of The Mauser Manufacturing Co., silversmiths, he is vice president. The Riverside Bank was organized by him and others. Mr. Fischer was married Sept. 21, 1864, to Kathrina Ebling. Of his nine children, five are living, William H., Florence and Irma Fischer, Mrs. Antonia Diefenthaler and Mrs. Leonora Koehler.

CHARLES S. FISCHER, manufacturer, was born Jan. 30, 1820, in Naples, Italy. His grandfather and father were both military officers in the Austrian army, placed in Naples at the time of the Austrian protectorate, and the latter was one of the founders of the well known house of J. & C. Fischer, makers of the Fischer piano. Charles obtained an education at Naples. The family destined him for the priesthood, but he preferred a business career and learned a trade in Naples, under his grandfather, who was interested in various manufactures, among them the making of pianos. Coming to America in 1839, he started in business with his brother and William Nunns in 1840, as Nunns & Fischer. The senior partner had previously been connected with Robert & William Nunns and Nunns & Clark, piano makers. About twenty-five years ago Mr. Fischer was admitted to partnership in J. & C. Fischer, and since 1889 has been sole owner. He is the oldest piano manufacturer in New York city. In the past quarter of a century, the firm have built up a business which ranks among the foremost of its kind in the country and has brought prosperity to the very capable partners. There is a branch house in Troy, N. Y. The office of the concern is on Fifth avenue in this city. Mr. Fischer was married in New York to Helena W. Beilby. Of their ten children, six are living, namely, Charles S. Fischer, jr., M. D., Henry B., Bernardo F., Adolpho H., Frederic G., and T. Tasso Fischer. Mr. Fischer is an accomplished man and a fluent speaker of four languages, Italian, French, German and American.

HAMILTON FISH, diplomat, born in New York city in 1808, died here Sept. 7, 1893. His father was Lieut. Col. Nicholas Fish, an officer in the American Revolution, the friend of Washington, afterward Adjutant General of New York, and president of The Butchers & Drovers' Bank of this city. His mother was Elizabeth Stuyvesant. The family is believed to be a branch of the old Saxon family of Fysche, which, in the tables of German nobility, dates from a remote era. The founder in America was Jonathan Fish, who came to Massachusetts from England about 1635. Hamilton Fish graduated from Columbia College and was admitted to the New York bar in 1830. While he practiced law to some extent, he entered early upon a public career. Absolved from labor by a large inheritance in real estate from his father and his uncle, Peter G. Stuyvesant, he was able to devote his life to public affairs and to fill important positions with fidelity and credit. A Whig in politics, he became a Republican after the formation of the Republican party. He was elected a member of Congress in 1844, Lieutenant Governor in 1847, Governor in 1848-50, and in 1851-57 United States Senator. From 1869 to 1877, he was Secretary of State under President Grant and one of the commissioners who signed the Washington Treaty of 1871, which disposed of the question of Alabama claims. Mr. Fish was for many years president of The Society of the Cincinnati, succeeding his father, and of numerous social, philanthropic and intellectual organizations. His wife was Julia Kean.—His oldest son, **NICHOLAS FISH**, banker, born in New York city, Feb. 19, 1846, graduated from Columbia College in 1867, and from Harvard Law School in 1869, and entered upon the laborious profession of the law in this city. He has figured to some extent in public affairs, being first appointed as Second Secretary of Legation in Germany, 1871, and First Secretary thereof in 1874. He was Chargé d'Affaires to the Swiss Confederation, 1877-81, and United States Minister to Belgium, 1882-86. In 1887, Mr. Fish engaged in banking in Harriman & Co., as a partner, and has since been identified with financial affairs down town in that firm. Mr. Fish inherited means and a distinguished name, to which he

has done honor by a spotless business record and high personal character. Well bred, well informed, courteous, sound in judgment and thoroughly a man of affairs, he occupies a very high position. His clubs are the Metropolitan, Century, University, Tuxedo, St. Anthony, Lawyers', Players', Down Town, University Athletic, and Coney Island Jockey. He is also a member of The Society of the Cincinnati, The St. Nicholas Society, and The New York Historical Society. He was married in Newport, R. I., to Clemence S. Bryce, and their two children are Elizabeth S. Clare Fish and Hamilton Fish jr.—**STUYVESANT FISH**, railroad president, son of Hamilton Fish, a native of New York city, was born June 24, 1851. After a course at Columbia College, from which he graduated in 1871, he entered the service of The Illinois Central Railroad in 1871, as a clerk in its New York office, and with the exception of four years has been continuously identified with that company's interests. In 1872, John Newell, then president of The Illinois Central Railroad, made Mr. Fish his secretary. Later in that year, Mr. Fish left to become a clerk in the employ of Morton, Bliss & Co., of this city, and of their London correspondents, Morton, Rose & Co. Stalwart and clear headed, sound in judgment and physically capable of an enormous amount of work, Mr. Fish made his mark without delay. In January, 1875, he became managing clerk for Morton, Bliss & Co., and held their power of attorney. This position he retained for over two years. From Dec. 14, 1876, to March, 1879, Mr. Fish was a member of the New York Stock Exchange. He was, in February, 1877, elected a director of The Illinois Central Railroad, and treasurer of the Purchasing Committee of The New Orleans, Jackson & Great Northern Railroad, and has since given his attention entirely to railroad enterprises. Nov. 8, 1877, he was elected secretary of The Chicago, St. Louis & New Orleans Railroad, and March, 1882, vice president. In 1883, he was made second vice president of The Illinois Central, and rose rapidly, becoming president in 1887, which position he retains to this time. He is also president of The Yazoo & Mississippi Valley Railroad and other corporations affiliated with The Illinois Central. Mr. Fish is a director of The National Park Bank and trustee of The Mutual Life Insurance Co., and The New York Life Insurance & Trust Co. He holds membership in several social clubs, among them the Metropolitan, Union, St. Anthony, Down Town and Players'. Married in 1876 to Marian G. Anthon, a daughter of the late William Henry Anthon, he has three children, named respectively Marian, Stuyvesant, jr., and Sidney Webster Fish.

ROBERT COCKBURN FISHER, marble manufacturer, born on the Bowery, near Houston street, May 20, 1837, died in New Rochelle, N. Y., Dec. 26, 1893. His father, John Thomas Fisher, came to this country from Dublin in 1829, and his mother, Eliza Bird, was a native of Orange county, N. Y. Robert received his education in the Hamilton Collegiate Institute at White Plains, N. Y., and being a practical, energetic young man, joined his father in the marble business in 1854, in a yard at the corner of Houston street and the Bowery. In 1859, he succeeded his father as senior partner in Fisher & Bird, and continued at the head of the firm until his death, at which time they were known as Robert C. Fisher & Co. His marble and granite works on East Houston street were carried on with great success. He was a member of the Reform and Church clubs and the American Geographical Society, and director of The Oriental Bank, but lived in New Rochelle, N. Y., where he was president of the Board of Education for twelve years. Owing to the gentle and kindly spirit of Mr. Fisher, his

possessions excited no envy, except from those who envied his ability to do good to others. His presence was a constant benediction among his neighbors in every station, and death came while he was engaged in the practical philanthropy, which had characterized his whole life. He devoted all his leisure time to religious objects, and was vestryman, warden and voluntary organist of Trinity Church, New Rochelle, for thirty years. Mr. Fisher was married May 5, 1859, to Miss Mary, daughter of Samuel Perry Ayres and Henrietta Williamson, his wife. Of their eight children, four survive, John T., Robert C., Thomas R. and Edward H. Fisher.

BENJAMIN FITCH, dry goods merchant, born June 13, 1805, in New Canaan, Fairfield county, Conn., died in this city, Nov. 7, 1883. He was the son of Stephen Fitch, a merchant, and Charlotte, his wife. The family came from English ancestry. Benjamin left school to become a clerk in New York city, and began business for himself at an early age in Rochester, N. Y. A few years later, he removed to Buffalo, joined a dry goods house as partner, and became resident buyer in New York city. Inspired by ambition, he opened a dry goods store on Beaver street, under the name of Fitch & Robinson. His business record was so scrupulously honorable, that, in 1855, when he retired, a number of merchants of New York city presented him with a service of silver plate. Mr. Fitch enjoyed the pleasure of giving and during the course of his career disbursed about half his large estate for public and charitable purposes. When the Civil War broke out, being too old to go to the front, he took an active part in enlisting recruits and made provision for the families of those who might not survive. For this purpose he built an institution at Darien, Conn., known as Fitch's Home for the Soldiers' Orphans. It is yet occupied by disabled soldiers and is in charge of the State of Connecticut. In 1880, he became interested in The Charity Organization Society of Buffalo, N. Y., to which he donated \$400,000 to build and maintain what is now known as The Fitch Institute. Somewhat eccentric, Mr. Fitch was self reliant and energetic, and won respect by his sterling honesty and many deeds of charity. He was never married.

HENRY M. FLAGLER, oil producer and refiner, was born in Canandaigua, N. Y., about 1830, the son of a country clergyman. When fourteen years old, he went by canal boat to Buffalo and thence by lake to Sandusky, O., arriving there almost penniless. Ohio promised him no advantages at that time, and he returned to his native State and went to work as clerk in a store in Orleans county at a salary of five dollars a week. He was soon promoted, saved money by self denial, and while yet a young man, removed to Saginaw, Mich., and conducted some salt works there with excellent success. Later, he became a resident of Cleveland and one of the pioneers in the petroleum business there. When he was finally admitted to partnership in the oil refining firm of Rockefeller, Andrews & Flagler of that city, his future was assured. The men of this firm were among the first to discover that, by a union of the interests of different producers, an immense amount of expense might be saved to them all and that dividends might be gained simply from the savings, while at the same time light for the poor man might be made cheaper than he had ever known. Out of these considerations, The Standard Oil Co. came into existence, succeeding the firm to which Mr. Flagler belonged. He has been prominently identified with its management since its organization. Mr. Flagler is now connected with numerous large enterprises and is a director in The Chicago, Rock Island & Pacific Railway, The Minnesota Iron Co., The

Duluth & Iron Range Railroad, The Western Union Telegraph Co., The International Bank Note Co., The Jacksonville, Tampa & Key West Railway, and other companies. In 1885, a visit to Florida revealed to him the possibilities of the State of the Everglades, and at St. Augustine he built at a cost of \$3,000,000 those dreams of architecture the Ponce de Leon and Alcazar hotels. He has also built about 600 miles of railroad in the State and otherwise added enormously to the taxable property of Florida. Mr. Flagler has joined several of the best social organizations of New York city, including the Union League, Metropolitan, City, Larchmont Yacht, New York Yacht, American Yacht and The New England Society.

MAXIMILIAN FLEISCHMANN, manufacturer, born in 1846, in Jägerndorf, Austria, died on the steamship Columbia, while on his way to this city from Europe, Sept. 1, 1890. He was a son of A. N. Fleischmann, by occupation a distiller, and received his early schooling in Budapest, Hungary. Coming to New York city in 1866, he introduced a new process in the manufacture of whiskey, known in Europe as the Fleischmann patent. Then, in 1868, with his brother Charles and the late James W. Gaff, he engaged in the manufacture of compressed yeast in Cincinnati. While not at all the inventor of the use of leaven, he did exercise ingenuity in preparing yeast in a compact, convenient and available form, which immediately addressed itself to the favor of the housewives of the country at large. The business grew to large proportions. Mr. Gaff died in 1882, whereupon his widow became a silent partner in the firm until 1883. The firm then dissolved, and Charles and Maximilian Fleischmann succeeded. One of the factories remained in Cincinnati, but Maximilian became a resident of New York city, and took a deep interest in social and business affairs. He was a trustee for Grammar Schools No. 27 and 82, and a member of the Produce Exchange, Merchants' Exchange at Buffalo, and the Liederkrantz and Republican Down Town clubs. He was survived by his wife and five children.

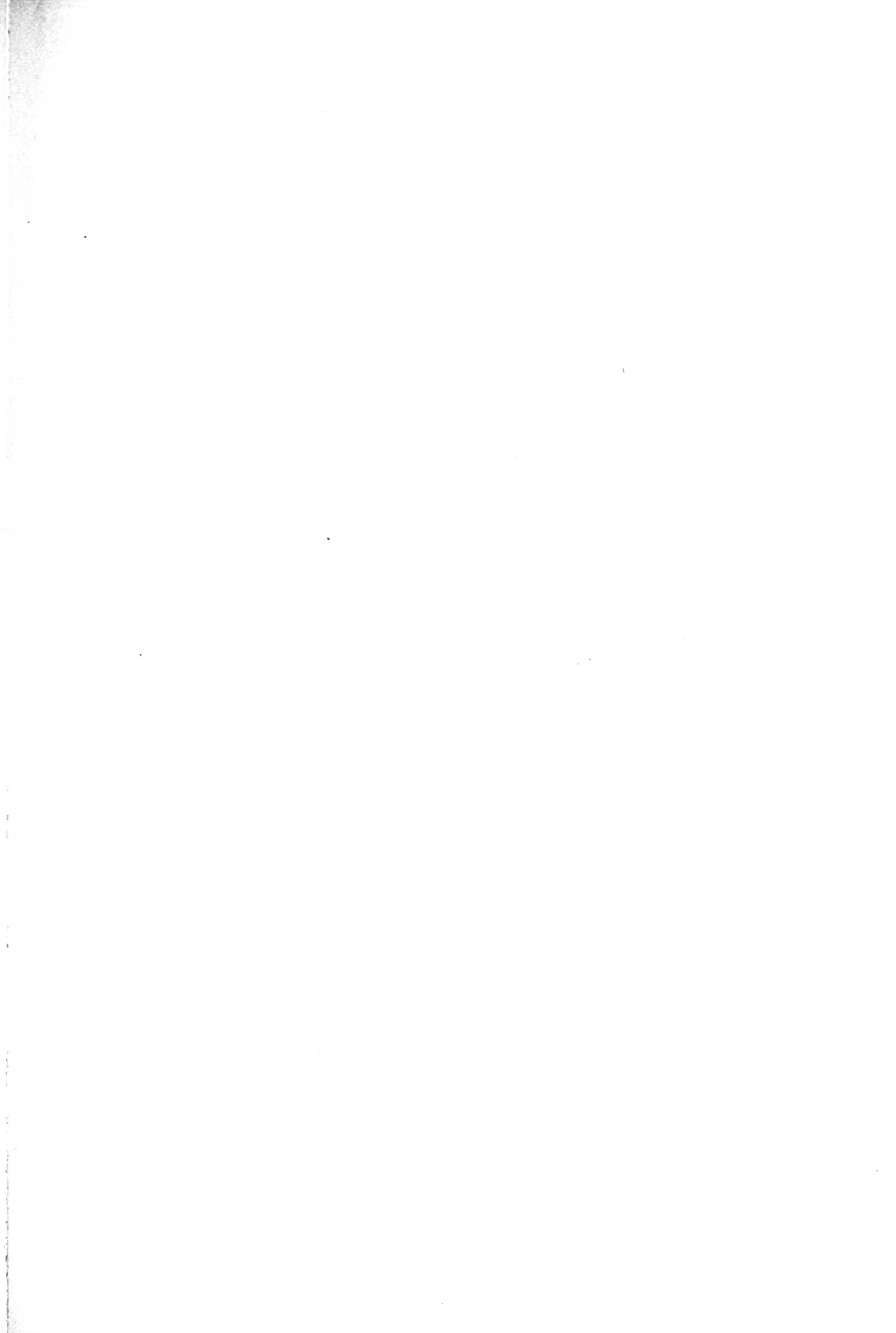
EWALD FLEITMANN, importer, born in Schwerte, Westphalia, Dec. 5, 1846, was educated in a college near Cologne, and in a Prussian cadet school, finishing at a mercantile academy in Antwerp. In 1864, the young man arrived in New York city from the fatherland, and established an importation of European silks and dry goods, under the name of Fleitmann & Co. Their trade is now enormous, amounting nearly to \$10,000,000 a year. Mr. Fleitmann is a splendid merchant and has identified himself closely with the interests of the city in which he dwells. He contributes to the support of various institutions and is a member of the Colonial, Merchants', and Merchants' Central clubs and the Deutsche Verein, and a director of The Germania Life Insurance Co., The German Savings Bank and The Citizens' National Bank. By his marriage with Miss Katherine Johanna Cæsar of New Brighton, N. Y., in 1874, he has two sons and four daughters.

BENJAMIN FLINT, ship owner and merchant, a native of Damariscotta, Me., born Dec. 13, 1813, died in Brooklyn, N. Y., June 28, 1891. He was a son of Robert Chapman and Lucinda Flint, the latter being a daughter of Dr. Thomas Flint, a surgeon in the American Revolution, who, while serving on one occasion upon a privateer, was captured by the British and taken to England. Benjamin Flint Chapman, by which name he was first known, was adopted by his uncle, Benjamin Flint, a captain in the War of 1812, and at the age of twenty-two, by act of the Maine Legislature, changed his name to Benjamin Flint, in honor of his uncle. Trained to the art of a shipwright in

Thomaston, Me., he possessed a mind which speedily lifted him out of the ranks of those who must spend their lives in manual labor. By investment of his earnings, he was finally drawn into shipping. In 1840, with his brother, Isaac F. Chapman, he formed the firm of Chapman & Flint, to conduct a general store in Damariscotta. In 1841, they built the bark *Alabama*, of 280 tons, and soon thereafter rose to prominence as ship owners and general carriers in the ocean trade. For many years, the firm built a vessel nearly every year, first in Thomaston, Me., but after 1868 in Bath, Me., increasing the size of their vessels year by year until they reached about 2,600 tons. In 1873, a younger brother, James F. Chapman, who had previously commanded several of their vessels, removed to San Francisco to manage the business of the firm there, and became part owner in many ships. Mr. Flint and Isaac F. Chapman removed to Brooklyn, N. Y., in 1858, in order the better to manage their large fleet. The firm of Chapman & Flint dissolved in 1880, and in 1886 Mr. Flint founded the firm of Flint & Co., with his sons Charles R. and Wallace B. Flint, as partners, with offices at 86 Water street. Their commission trade was mainly with South America, Mexico and the West Indies. While in Thomaston, Mr. Flint and Mr. Chapman bought adjoining lots and laid the foundation for houses exactly alike. In Brooklyn, they lived first in adjoining houses on Fort Green Place, and later bought brown stone houses precisely alike in Oxford street. During the Civil War, while Confederate cruisers were preying on American ships at sea, the firm suspended shipbuilding for a while and constructed a row of houses on one side of Montague Terrace in Brooklyn. Mr. Flint lived in the house at one end of the row, Mr. Chapman, on the corner, at the other end. This property afterward increased greatly in value. It is worthy of note that in thirty-five years, Mr. Flint never lost a ship, nor did one of his fleet meet with a serious accident. Mr. Flint was twice married, first to Sarah Toby, next to Frances E. Scribner. The latter survived him, with his two sons, Charles R. and Wallace B. Flint. Mr. Flint was a sound, clear headed, and very capable man, of strong common sense, unbending integrity and kindly nature. He was universally esteemed in the business world.

CHARLES RANLETT FLINT, merchant and financier, is one of the men of public spirit, high character and exceptional ability, for whom this metropolis is indebted to the State of Maine. He was born Jan. 24, 1850, in Thomaston, Me., and descends from Thomas Flint, an immigrant from Wales in 1642, who settled in the village of Salem, now South Danvers, Mass. Benjamin Flint, the father of Charles, was a shipowner, who lived and built his vessels in Thomaston during the early part of his career, and in 1858 moved to New York. Charles was educated first at the public schools of Thomaston and Brooklyn, and at the private school of Warren Johnson in Topsham, Maine, and graduated in 1868 from the Polytechnic of Brooklyn. An eager and popular student, he was made president of his class and of the Polytechnic alumni.

He began his business career in New York city as a dock clerk, and later spent two years as a clerk in a shipping and commission house, engaged in business with the West Coast of South America. In 1871, he entered into the copartnership of Gilchrist, Flint & Co., ship chandlers, and in February, 1872, he united with William R. Grace in forming the firm of W. R. Grace & Co. In 1874, he visited the different countries of South America, and, in 1876, he organized the firm of Grace Bro's & Co., in the City of Callao, Peru. Mr. Flint remained on the West Coast nearly a year. Upon his return, he was appointed Consul of Chili at New York; and during the absence of the Chargé





Charles H. Thomas

d'Affaires, was entrusted with the archives and correspondence of the Chilian Legation in the United States.

In 1878, Mr. Flint organized The Export Lumber Co., Limited, now one of the most successful lumber concerns in the United States, with yards in Michigan, Ottawa, Montreal, Portland, Boston and New York, and handling over 200,000,000 feet of lumber per year.

In 1880, he was elected president of The United States Electric Lighting Co.

In 1884, Mr. Flint visited Brazil and established a large rubber exporting business on the river Amazon. Two years later, in 1886, he consolidated the leading dealers in crude rubber in this country, and formed The New York Commercial Co., which has a capital of \$2,500,000, and is now the largest dealer in crude rubber in the world.

About this time, he was appointed Consul for Nicaragua, and represented that country in negotiations which resulted in concessions being granted to Americans to build the canal. He has also been, in recent years, the Consul General of Costa Rica in this country.

In 1883, Mr. Flint married Miss E. Kate Simmons, daughter of Joseph F. Simmons of Troy, N. Y. Mrs. Flint is noted for her musical ability. She has devoted the receipts from her musical compositions to charity, and from the sale of the "Racquet Galop" endowed a permanent bed in St. Luke's Hospital.

In 1885, Mr. Flint retired from W. R. Grace & Co., and became a partner in the now well known house of Flint & Co., then composed of his father, Benjamin, his brother, Wallace B., and himself. This firm succeeded to the shipping business established by Benjamin Flint in 1840, and the lumber, rubber and general commission business, created by Charles R. Flint. For many years, the firm have been large importers of South American products and among the largest exporters of American products to every part of Latin America.

The financial ability of Mr. Flint has been exhibited during the last few years by the consummation of several schemes of great importance. In 1891, he united the manufacturers of rubber boots and shoes in this country into one large concern, under the title of The United States Rubber Co., having a capital of \$40,000,000. Of this corporation he became the treasurer.

In 1892, he brought about a union of five companies manufacturing rubber belting, packing and hose, under the title of The Mechanical Rubber Co., with a capital of \$15,000,000, of which concern he is a director.

During the winter of 1889-90, Mr. Flint was appointed a member of the International Conference of American Republics, which was held in the City of Washington. His intimate knowledge of the resources and trade of the South American continent enabled him to render important services as a delegate of the United States to that Conference. In a letter, the original of which is in the archives of the Republic of Brazil, bearing on the recognition of the new republic by the United States, Secretary Blaine wrote to Mr. Flint: "It is important that you return to Washington, as soon as possible. Your services in the Conference are so valuable that we need you every hour, though I am asking much of you to be here so constantly, for your large business demands a great deal of your attention. But just now it must be patriotism first and business afterward." It was he who, as a member of the Committee on Banking, proposed the idea of an International American Bank, with its headquarters in the United States and

branches in all the other republics. His recommendations were ratified by the Conference, heartily endorsed by Secretary Blaine and President Harrison, and by the latter pressed upon the attention of Congress. As a member of the Committee on Customs Regulations, he proposed the organization of a Bureau of American Republics to carry out the vote of the Conference in favor of a uniform system of statistics and the extension of trade between the Republics. This proposition was favorably received, and has since been carried out by the governments represented in the Conference.

After the adjournment of the Conference, at the request of Secretary Blaine, Mr. Flint served as the confidential agent of the United States in negotiating the reciprocity treaty with Brazil, the first one which was effected under the Aldrich amendment to the McKinley bill. This work was successfully accomplished. It provided for the concession of tariff duties on American products in Brazil, lower than those imposed by that republic upon kindred products from all other countries. This treaty was the key to the reciprocity situation. It became at once the basis of other treaties with American Republics. It proved of especial value in the negotiations with Spain. Our Spanish neighbor was reluctant at first to open Cuba and Porto Rico to American products, but was, by force of the free admission of sugar from Brazil to this country, finally compelled to agree to a treaty by which American manufactures, flour and provisions were admitted to those islands at greatly reduced and special rates of duty, in consideration of our admitting their sugar free.

At the time of the trouble between Chili and the United States, the large influence of Mr. Flint led Secretary Blaine to invite him to take part in the efforts for a friendly and peaceful adjustment of the question at issue. In response to a telegram from Mr. Blaine, Mr. Flint visited the city of Washington. There he learned that the Chilian complication was drifting into a position where the relations of friendship and good will between two American republics, which had been so cordially expressed at the International Conference, were in danger of being interrupted. Mr. Blaine said that while the United States would be able to force Chili into submission, yet he felt that it would be a more gracious action if the differences between the two countries could be arranged upon the more advanced plane of arbitration. The whole matter was then in such a delicate position, that it was not convenient for the Secretary of State to speak officially. Mr. Flint promptly called on the Brazilian Minister, Dr. Mendonca, who said that, if desired by the United States, he would telegraph to his government, suggesting that Brazil offer her services as a mediator. Mr. Flint suggested that Dr. Mendonca might render even a more friendly service, by making the suggestion to his government on his own responsibility. The result was that Dr. Mendonca cabled at once, and advised that Brazil offer her services to Chili and the United States, in a settlement by arbitration under American international law. Brazil graciously complied with this suggestion and tendered her good offices.

During the Da Gama rebellion in Brazil, Mr. Flint became the agent of President Peixoto in the purchase of vessels and munitions of war. The energy with which he discharged his duties in this crisis was remarkable. He purchased the Ericsson Destroyer and the swift yachts Feiseen and Javelin, and caused the latter two to be converted promptly into torpedo boats. El Cid, a steam merchant steamer of 4,600 tons displacement, came into port Oct. 26, 1893, was discharged, placed in dry dock, and fitted out with a pneumatic dynamite gun, 22 rapid fire guns, and four torpedo

launching tubes, and the ship changed so as to receive them. On Nov. 18th, christened anew as the *Nichteroy*, she dropped down the bay in commission. The *Britannia*, an iron steamer of 2,600 tons displacement, Norwegian built, came into port Nov. 6th, went into dry dock, and was fitted with 16 rapid firing guns, 4 launching tubes, and the Sims-Edison dirigible torpedo, and, renamed *America*, was ready for her voyage Nov. 24th. This fleet, capable of discharging 4,500 pounds of dynamite simultaneously, was of the greatest value to Brazil in suppressing her rebellion.

Mr. Flint has proved a useful associate in the management of financial institutions in this metropolis, and he is a director of The National Bank of the Republic, The State Trust Co., The Knickerbocker Trust Co., and the Produce Exchange Bank. He is also a director in The Hastings Pavement Co., The Fernbrook Carpet Co., of Yonkers, and various railroad companies. He is one of the Council of the University of the City of New York.

An active, stirring, hard working business man, Mr. Flint maintains his vigor for the work which is pressing upon him by entering with zest into out-door recreations. He spends one day in every week in open-air recreation, either with the gun or rod. He has hunted in South America, the Rocky Mountains and Canada, and has shot moose, elk, caribou, bear and nearly all other big game found on the two continents. He is fond of yachting, and was the owner of the *Gracie*, which has probably taken more prizes than any other yacht in the United States. He was one of the patriotic syndicate which built and raced the *Vigilant*, which successfully defended the *America's* cup against the *Valkyrie*. He is a member of several clubs, including the Union, Century, Riding, Metropolitan, New York Yacht, and the South Side Sportsmen's Club. He is also a member of the New England Society.

WALLACE BENJAMIN FLINT, shipping merchant, son of the late Benjamin Flint, was born in Brooklyn, N. Y., Oct. 10, 1863. He attended the Brooklyn Polytechnic and Collegiate Institute, and began his career as office boy for his father, and being advanced through different stages, gained a thorough acquaintance with commercial operations and the management of ships. In 1888, he was admitted to partnership by his father in the firm of Flint & Co., commission merchants, of which he is yet a member, the senior partner being his brother, Charles R. Flint. He is associated in most of the enterprises of the house, and is secretary of The Export Lumber Co., and treasurer of The New York Commercial Co. He has been the Consul of Uruguay in New York, and for two years director of the Maritime Exchange. Mr. Flint was married in 1892.

ROSWELL PETTIBONE FLOWER, banker and public man, was born in Theresa, N. Y., Aug. 7, 1835. His father was a native of Greene county, N. Y., and his grandfather a resident of New Hartford, Conn. The family is of English origin. Roswell's early education was obtained in the public schools of Theresa. First a school teacher, he then served in the modest capacity of a clerk in the Post Office in Watertown, N. Y., his career thus practically beginning in the service of the United States, in which afterward he occupied a more noteworthy position. Having saved a little money, he conducted a jewelry store in Watertown for a number of years. Upon the death of Henry Keep, Mr. Flower became trustee of that estate, valued at several millions, and was thus enabled to exercise the talents, which needed only an opportunity for development. In 1869, he moved to New York and established the banking and brokerage

firm of Roswell P. Flower & Co. The firm have been active in reorganization schemes and other operations of Wall street and have attained marked success. They deal mainly with important clients. Mr. Flower's interest in the policies of the Democratic party led to his election to the XLVIIth, LIst and LIId Congresses. He finally retired from active management of the firm, although retaining a special interest in Flower & Co. In 1891, he was elected Governor of New York by 48,000 plurality. He has been a director of The Duluth & Iron Range Railroad, The Chicago, Rock Island & Pacific Railroad, The Minnesota Iron Co., The New York Security & Trust Co., The H. H. Babcock Co., The Municipal Gas Co. of Albany, and other corporations, and is a member of the Manhattan, Democratic, Press and United Service clubs, and of The New England Society. He was married in December, 1859, to Sarah M. Woodruff of Watertown, N. Y. Their daughter is Emma, wife of John B. Taylor of Watertown.

WILLIAM HAYES FOGG, merchant, born Dec. 27, 1817, on a farm in Berwick, Me., died in New York city, March 24, 1884. His parents were Joseph and Phoebe Hayes Fogg, and his grandfather a dignitary in the church. He spent his early life upon the farm, then walked twenty miles to enter a village store as a clerk and finally, with two other young men, started a dry goods store in Boston, which proved highly unsuccessful. Many years later, although not legally bound to do so, he paid in full the debts of the firm. In 1847, with his brother James, he founded the firm of Fogg Bro's, and engaged in a dry goods commission business, having connections in China. The exportation of the product of New England looms led naturally to the importation of Asiatic tea and silks. In 1852, the business was transferred to New York city, and the Boston branch closed. James Fogg died in 1855, whereupon the style of William H. Fogg & Co. was adopted. In 1880, the firm reorganized as The China & Japan Trading Co., with Mr. Fogg as president, John F. Twombly as vice president, and George H. Burritt secretary. Mr. Fogg was a remarkably sound, capable and honest merchant, and his trade brought him a large fortune. He maintained branches in Yokohama, Osaca, Nagasaki, Shanghai, and other cities of Japan and China and in London. He was the first to subscribe to the merchants' fund to promote suppression of the rebellion, and one of the founders of the Union League club. He held directorships or trusteeships in The National Park Bank, The Atlantic Mutual Insurance Co., The Equitable Life Assurance Society, The Mercantile Trust Co., The Gutta Percha & Rubber Manufacturing Co., The New York Hospital, The Sheltering Arms and The Women's Homœopathic College. His wife was Elizabeth Perkins of Charlestown, Mass., whom he married in 1849. Mrs. Fogg survived him but no children. Mrs. Fogg was a woman of great beauty of character and made a noble use of her fortune. Freely giving to charity at all times, she made about forty relatives and friends happy by legacies in her will, at her death Jan. 3, 1891, and gave \$535,000 to public institutions, mainly in memory of her husband, including \$50,000 to Berwick Academy for a library; \$40,000 to Union Theological Seminary; \$40,000 to Yale College; \$55,000 to The Children's Aid Society; \$20,000 each to The American Unitarian Association, The University of the City of New York, and The New York Hospital; \$30,000 to The National Academy of Design, and \$220,000 to Harvard University.

GEORGE FOLSOM, lawyer, was born at Kennebunk, Me., in 1804, and died in Rome, Italy, in 1869. He was the son of Thomas Foisom, a merchant, and came from English ancestry. Educated in the schools of Portland, Me., to which place the family

had moved, he graduated from Harvard College in 1822 and then became principal of the High School in Biddeford, Me. Studying law while teaching, he practiced for a while in Worcester, Mass., and moved to New York city about 1840. In 1841, he married Margaret, daughter of Benjamin Winthrop, and had three children, Margaret Winthrop, Helen Stuyvesant, and George Winthrop Folsom. Mr. Folsom was a very able man. His practice was large and lucrative, and his strength of character, purity and soundness of judgment, made him a desirable companion. A member of the State Senate in 1846, and Minister to the Netherlands under President Taylor, he was also a writer, and published a history of Saco, Me., and delivered numerous addresses before historical societies in New York, Massachusetts, Maine and Vermont. He owned a country home at Brattleboro, Vt., his town house being on Stuyvesant Square. An extensive traveller both in Europe and the East, and a reader of the best books, he was a brilliant talker, and by his geniality and hospitality gained a large number of friends both in his own country and Europe. He was president of The New York Ethnological Society, the Athenæum club, and The Citizens' Savings Bank.

JOHN ROSS FORD, merchant, born June 21, 1817, in New Jersey, is a son of the late Josiah Ford, a Judge of Middlesex county courts. His lineage runs back to a pioneer, who came from England about 1600. Mr. Ford attended the school of Mr. Spaulding in New Brunswick, where William H. Vanderbilt, Henry Richmond, Charles D. Deshler and other distinguished men also gained a portion of their education. Early in life, he entered the dry goods store of C. Smith & Co., on Maiden Lane in this city, and, before attaining his majority, engaged in the dry goods business for himself in New Brunswick. In 1844, he embarked in the manufacture of rubber goods in the firm of Ford & Co., which he incorporated, April 1, 1853, as The Ford Rubber Co. Mr. Ford was the first to aid Mr. Goodyear in introducing the manufacture of rubber goods and in establishing the Goodyear patent. Previous to 1840, India rubber had little commercial value, but following Charles Goodyear's wonderful discovery of a process to harden rubber, there developed a business of immense value in this country and Europe. Goodyear's patent was obtained about 1842. Soon after its value became known, other persons claimed to have accomplished what he did. Goodyear was unable to defend his rights; and four out of six companies, which had been organized to manufacture rubber, united to carry the case to the highest courts. These were L. Candee & Co., The Ford Rubber Co., now known as The Meyer Rubber Co., The Newark India Rubber Co., and The Hayward Rubber Co. The contest in court lasted for years, those fighting it doing so with money made in violating the patent. Great lawyers took part on both sides of the case, Rufus Choate and Francis B. Cutting for the defendant, Daniel Webster and James T. Brady for the patentees. This was Webster's last case in court, and his great argument secured a decision for Mr. Goodyear. Of all the persons involved, Mr. Ford is believed to be the only survivor. He yet retains his investment in the rubber industry. Mr. Ford is a director of The Home Insurance Co., The New York Mutual Gas Light Co., The Manhattan Trust Co., and The Meyer Rubber Co., and has resigned from a number of other corporations. One of the soundest merchants of the city, his character above reproach. He shares the public spirit of his colleagues of the Union League club, of which he is one of the original members, and has in many ways shown himself a sterling and useful citizen, especially by large contributions to charities. Mr. Ford was married Aug. 14,

1844, to Elizabeth, daughter of James Bishop of New Brunswick, and their surviving children are James B. Ford, treasurer of The Meyer Rubber Co.; J. Howard Ford, president of The Meyer Rubber Co.; and Harriet, wife of Dr. Everett Herrick of New York. Mr. Ford's second wife is Mrs. Elizabeth M. Horner of this city, to whom he was married in 1875.

GEORGE JAMES FORREST, railroad president, a native of New York city, born on Pearl street, Nov. 27, 1810, died on West 22d street, May 18, 1889. Robert Forrest, his father, a ship master, came from the Eastern Shore of Maryland in 1810, and commanded the privateer Three Brothers, of which he was the owner of a third, in the War of 1812, suffering capture and a long imprisonment, thereafter returning to New York city. George was educated in the schools of New York, and began life in 1829 in Alabama, near Montgomery, as a merchant. In 1837, he removed to New Orleans and became a member of the firm of W. P. Converse & Co. While in Alabama the Legislature appointed him, in 1834, a director of The State Bank of Alabama. After 1848, he became a merchant in New York city, dealing in cotton. As he gained wealth, he acquired an interest in corporations, partly in association with Commodore Garrison, whose power of attorney he held after the death of W. R. Garrison, the Commodore's son. Mr. Forrest was president of The Wheeling & Lake Erie Railroad, vice president of The New York & Northern Railroad, director in several other traffic enterprises, and president of The New York Loan & Improvement Co. He served as Commissioner of Emigration and was president of the Board, a number of years. Punctual, energetic, upright and a familiar figure in Wall street, his death removed a highly respected man. The Union, Century and St. Nicholas clubs claimed him as a member. In 1835, Mr. Forrest was married to Sarah A., daughter of Charles Hooks, a planter and State Senator in Alabama, and left three children, Molton H. Forrest, of Philadelphia; Charles R. Forrest, of Hartford, Conn., and Mrs. George Z. Gray, wife of Dean Gray, of Cambridge, Mass.

CHARLES BARNARD FOSDICK, merchant, was born in New York city, Aug. 31, 1824. His father, Capt. William Fosdick, was of Huguenot extraction. Charles prepared for Wesleyan University but was obliged to earn his own support early in life. He made a start in a shipping and commission house in New York at the age of twelve, and at fifteen was made bookkeeper. At the age of eighteen, he was called to take charge of the business of his dying brother-in-law, assumed control, and has continued it since. In 1853, he became a partner in the firm of W. R. Fosdick & Co., leather merchants and tanners on Spruce street, and in 1864 succeeded to the head of the concern. Mr. Fosdick has operated tanneries in Fulton and Hamilton counties, N. Y., and sold the leather at his store in this city, which is one of the landmarks on Spruce street. In 1871, the firm of Charles B. Fosdick & Son, was organized by him, and after a very successful career has now retired and is liquidating its affairs. During three years, he was president of The Hide & Leather National Bank, and is now vice president of The Second National Bank and director and treasurer of The Fifth Avenue Safe Deposit Co. and The Hamilton Bank, treasurer of The Training School for Nurses, member of the executive committee of the Union League club, member of the City club, trustee of The Homœopathic Hospital, and vestryman of The Church of the Incarnation. Although never in public office, he served his fellow citizens eight successive years after 1884 as foreman of the grand jury. He had the honor to serve on the

famous grand jury which, in 1885, indicted the "boodle" aldermen, and on the later grand jury which, in 1889, acted upon the case of Sheriff Flack. Mr. Fosdick married, June 5, 1884, Mary E., daughter of David T. Baldwin. This union brought them one child, Charles Baldwin Fosdick, who died April 25, 1894.

FRANCIS PARKMAN FREEMAN, banker and broker, born Jan. 27, 1827, in Boston, Mass., is descended from Edmund Freeman, a resident of Sandwich, Mass., who came from England in 1635 and was vice Governor of Plymouth Colony, 1640-47. Francis was educated in New York city. After nine years' experience as clerk in a French importing house in Maiden Lane, he started a successful trade of his own in the same line. In 1873, at the request of Commodore Vanderbilt, Mr. Freeman opened a brokerage office in Exchange Place, and was the principal broker of the Commodore during the remainder of the latter's life, and represented William H. Vanderbilt in the same capacity during the nine years in which he survived his father. Mr. Freeman yet enjoys the confidence and business of some of the present generation of Vanderbilts. He is a director of The New York & Harlem Railroad and one of the organizers of The Lincoln National Bank and Lincoln Safe Deposit Co. Mr. Freeman, after a residence in New York city from 1829 to 1890, built a home in Lakewood, and now dwells there during eight months of the year, spending the four summer months in Newport. He is a member of the Down Town club of New York city and of The New England Society, and is connected with The Metropolitan Museum of Art, and The American Museum of National History. May 2, 1860, he was married on Staten Island to Louisa Morgan Dustan, daughter of Captain Isaac and Phebe Ann Dustan and a great niece of Commodore Vanderbilt. Their only living child is Frank Morgan Freeman, who married a daughter of Adrian H. Muller, jr., and is his father's sole partner and a member of the Stock Exchange. President Cleveland is a descendant of the fifth child of Edmund Freeman, founder of the Freeman family.

LEONARD FRIEDMAN, leaf tobacco merchant, a native of Burgkuntstadt, Bavaria, born Oct. 26, 1845, is a son of a highly respected cloth manufacturer, whose ancestors had lived for several centuries in Burgkuntstadt. Leonard came to America while a youth, and finished his education in Cincinnati, O. His first business experience was in the trade in leaf tobacco in the West. Coming then to New York, he took the place of clerk for Robert S. Walter, who gave the latter a partnership in 1872. This was the foundation of the present firm of Leonard Friedman & Co., formed in 1876, of which Mr. Friedman has always been senior partner. He has been exceedingly prosperous and makes a specialty of Sumatra tobacco, which he imports in large quantities. He is a director of The Columbia Bank and a member of the Harmonie and Progress clubs and numerous Hebrew charitable societies. Mr. Friedman was married Dec. 26, 1876, to a cousin, the daughter of Martin Friedman, and has no children. He has travelled extensively and is a well informed man.

DUDLEY B. FULLER, manufacturer, born in Rutland, Vt., Dec. 22, 1800, died in New York city, May 18, 1868. He was a direct descendant of Samuel Fuller, a Pilgrim in the Mayflower. About 1825 he came to New York city and entered the firm of Varnum, Fuller & Co., dry goods merchants, at 165 Pearl street. In 1831, he married Mary, daughter of Luman Reed, an eminent merchant and art patron. In 1846, he engaged in iron manufacturing, and in 1852 became the principal owner of The Boonton, N. J., Iron Works, which his firm of Dudley B. Fuller & Co., and

Fuller, Lord & Co., operated successfully up to the time of his death. Mr. Fuller was one of the founders and original members of the Century club, having been a member of the Sketch club, from which, in 1846, arose the Century. He was also a member of the Union club and a director of various institutions. Elected in 1863 a trustee of The New York Life Insurance Co., he served until his death. His uprightness of character, genial disposition and cordial manners won for him the love and respect of all. His wife and several children survived him.

GEORGE WASHINGTON FULLER, broker, born in this city, May 20, 1830, died here Dec. 21, 1892. His father, Ebenezer Fuller, was a merchant. Mr. Fuller, when sixteen years of age, entered the sugar firm of Moller & Co., in Front street, as a clerk, and soon became a partner, remaining with the firm until 1868 when he became a member of C. L. Cammann & Co., stock brokers. He remained a broker until 1886, when he retired. He then opened an office on Wall street, and later on Broad street. After 1886, he did little active business. Sept. 2, 1857, Mr. Fuller married Elizabeth, a daughter of Peter Pinckney, formerly president of The Bowery Insurance Co., and leaves a daughter, Ella F., who is the wife of William D. Guthrie, and a son, William W. Fuller. He was a member of the Union League, Racquet, Down Town, New York, Country, and New York Athletic clubs, and the Chamber of Commerce.

CHRISTIAN FREDERICK FUNCH, merchant, born in Copenhagen, Denmark, in 1820, died at the German club in this city, Dec. 8, 1879. His father was at one time Consul for Denmark in Algiers. Christian was well educated, and began life as clerk in a Danish shipping house in Algiers. He was capable, rose to higher positions, and in 1847, came to New York city, where he established the commission shipping house of Funch, Meinecke & Wendt, which reorganized in 1869 as Funch, Edye & Co., and became prominent as ship brokers and commission merchants. Mr. Funch never lost his affection for his native land and spent much time in Copenhagen. He was a member of the Chamber of Commerce and the Produce Exchange and one of the most prominent managers of the Maritime Association, and belonged to several Scandinavian institutions. There were usually from fifty to one hundred and fifty ships in New York harbor, Scandinavian, German and Italian, consigned to Funch, Edye & Co. His only son was John Christian Funch of this city.

WILLIAM P. FURNISS, merchant, born over a century ago, in Portsmouth, N. H., died at his home on West 100th street in this city, Oct. 29, 1871. He came from an old New England family, and inherited the enterprise and excellent qualities of his race. At the age of twenty-one, he began business for himself on the Island of St. Thomas as a shipping and commission merchant, acting as naval agent for the United States Government for many years. His enterprise was successful, and he rose to high social and financial position, entertaining at his own house the most eminent visitors of all nations. His correspondence extended to all parts of the globe. He finally came to New York and invested his means in real estate with so much judgment that the increase of population added large value to his properties. Among his possessions was the Globe Hotel. Even before the war, he ranked among the leading property owners of the city. A Free Mason of high degree, and very benevolent, his charities were as generous as they were private. He married a lady from Pennsylvania, and was the father of Leon, Hartman K., now deceased, William, Sophia R. C., Clementina and Margaret E. Furniss.

G.

ERNEST GABLER, manufacturer, born in Glogau, Germany, Jan. 1, 1824, died in New York city, Feb. 27, 1883. While not so famous as several other of the piano manufacturers of New York, he was a very successful man, and by quiet and persevering industry gained an excellent fortune. He came to America in 1852, and two years later began the making of pianofortes. The factory is now on East 22d street, and a large establishment. When his brother Emil became a partner, he adopted the firm name of Ernest Gabler & Bro., which is yet retained. His wife, one son, and several daughters inherit his property.

THOMAS W. GALE, merchant, a native of Goshen, N. Y., died in New York city, May 14, 1880, at the age of ninety. Coming to New York while a young man, he became a partner in one of the pioneer wholesale grocery houses of this city, long known as Wisner, Gale & Co. They lost their store in the great fire of 1835. Mr. Gale was a bachelor, and so were his partners, Gabriel Wisner, and Mr. Gale's twin brother, Benjamin. Mr. Wisner died about 1847, and Mr. Gale then retired with a fortune, which he increased afterward by investments, largely in securities of various railroads. He was a veteran of the War of 1812, and for fifteen years was a director of The Erie Railroad, and for along time a director of The Phoenix National Bank and The Howard Fire Insurance Co., and had large interests in railroad securities.

ALBERT ROLAZ GALLATIN, banker, son of Albert Gallatin, United States Senator and Secretary of the Treasury under President Jefferson, born in 1800, died in this city, Feb. 25, 1890. His mother was a daughter of James Nicholson, first Commodore of the United States Navy. Educated at Princeton College, the young man was admitted to the bar in Uniontown, Pa., near New Geneva, a town founded by his father. The law did not greatly attract him, however, and he abandoned practice, removing to New York, where he entered Wall street as one of the first members of the Board of Brokers. At one time, he transacted business with John Jacob Astor. He had an extended acquaintance among public men, and accompanied his father to France in 1815, and to England in 1826, when the latter was American Minister to those countries, and became the personal friend of the Duke of Wellington and many of the leaders of the French Revolution. Mr. Gallatin inherited means, was the proprietor of much real estate in the city, and during his life honored the city of his home by his sterling character, public spirit, and excellent example. The names of his three sons are, Albert H., Frederick, and James Gallatin, the latter now deceased.

JAMES GALLATIN, banker, son of Albert Gallatin, once Secretary of the Treasury, died in Paris, Mass., May 28, 1876, at the age of eighty. During his earlier life he dealt in stocks in Wall street, in partnership with his brother, Albert R. Gallatin, but in 1838 succeeded his father as president of The Gallatin Bank, and then gave up everything which would interfere with the management of this family institution. He held the position for thirty years, acquitting himself with credit, and retired in 1868, thereafter spending his time in Europe. Although prominent he never held public office. His wife, Josephine, and several grand children survived him.

ROBERT MACY GALLAWAY, merchant and banker, born in New York city, Aug. 4, 1837, is of Scottish descent, the Gallaways having come to America in 1800. His father, Daniel Ayres Gallaway, was engaged in the iron business, and educated his son at Yale College, whence he graduated in the class of 1858. The young man then found occupation as clerk in his father's store and has since been actively engaged both in mercantile pursuits and as an officer of corporations. He was elected president of The Merchants' National Bank in January, 1892, and has since conducted the affairs of this institution with prudence and success. By reason of his active part in the development of the elevated railroad system of the city, he served as vice president under William R. Garrison and Jay Gould for eleven years. He is now a director of The Manhattan Railway, The United States Rubber Co., The Bank of New Amsterdam, and The Bowery Savings Bank. Mr. Gallaway was married in 1868, to Miss Elizabeth A., daughter of Dr. Merrill W. Williams, and their children are, Merrill W., John M., and Mary. He has long been prominent and is a member of the Union League, Metropolitan, and Riding clubs, the New England Society and St. Andrew's Society.

THOMAS GARNER, manufacturer, who died in this city, Oct. 16, 1867, in his seventieth year, was one of the best known and most successful business men of New York during the first part of the present century. At an early age, in partnership with his brother, James, he began the sale of dry goods in this city, but from insufficient capital failed in 1832, afterward paying his obligations in full and re-establishing himself within a few years. His conduct in this matter was an indication of his character, Mr. Garner being everywhere esteemed for his business probity and his upright life. He attained distinction through his energetic and successful efforts to establish the cotton manufacturing industry in this country. Little by little, he extended his enterprise in this direction until his factories had grown to enormous proportions. He owned large mills in Cohoes, Rochester, Little Falls, Pleasant Valley and Newburgh, N. Y., and Reading, Pa., as well as print works at Wappinger's Falls and Haverstraw, N. Y. The product of these mills was marketed by the commission house of Garner & Co., in New York city. Mr. Garner gained a fortune of several millions, which descended to his wife, Harriet, and their children, Thomas and William T. Garner, and Mrs. Josephine A. Graham, Mrs. Frances A. Lawrence and Mrs. Anna James. He gave \$100,000 in his will to public institutions. Thomas died shortly after his father. The great business of Garner & Co. is yet conducted by trustees of the estate, who are at present John J. Lawrance and Adrian Iselin.—His son, **WILLIAM T. GARNER**, born in 1840, lost his life July 20, 1876, in consequence of the capsizing of his yacht, the schooner Mohawk, during a squall in New York harbor. He was carefully educated and then associated himself with the affairs of Garner & Co. At his father's death, he became executor of the estate and senior partner in Garner & Co., and managed the widespread and varied interests of the firm with such prudence, energy and sagacity, that he gained a fortune twice as large as his father's. Mr. Garner made an heroic effort to rescue his wife, Mary Marcellite, from the cabin of the Mohawk, when the yacht capsized, and both perished together. Their daughters were, Florence, now Lady Gordon-Cumming, Adele, who died at the age of four, and another.

CORNELIUS KINGSLAND GARRISON, railroad president, born near West Point, N. Y., March 1, 1809, died in this city, May 1, 1885. He sprang from families who were among the earliest settlers of the Island of Manhattan. Compelled to seek

employment at the age of thirteen, the family having lost their modest fortune, for three years the lad found occupation in the boats navigating the Hudson river. Every winter, when the river was closed by ice, he attended school. At the age of sixteen, he came to New York for three years of study of architecture, and during the next five years lived in Canada engaged in planning buildings and construction of lake steamboats. He rose to be superintendent of The Upper Canada Co., in those days an important corporation. Then he found occupation at St. Louis and in the vicinity of New Orleans. When gold was discovered in California, Mr. Garrison established a bank in Panama, which was successful. In 1852, he came to New York city to open a branch bank here, but accepted an offer of the San Francisco agency of The Nicaragua Steamship Co., at a salary of \$60,000 a year. Removing to San Francisco, he established the bank of Garrison & Fritz, represented several large insurance companies, managed the steamship line, and became first Mayor of that city, and served practically without compensation, giving his salary to the local orphan asylums. After 1859, he made his home in New York city. Here he became extensively interested in steamship lines to South America and the Isthmus, acquiring therefrom the soubriquet of Commodore, and also in railroads on the Coast. During the War, he espoused the cause of the Union with enthusiasm. Butler's Ship Island expedition was initiated by him. The old steamship line to Brazil, founded by him, was an illustration of his courage and enterprise. At one time, these ships were the only steamers afloat, carrying the Stars and Stripes in the foreign trade of the United States. A few years before his death, he disposed of his maritime interests. He aided in building the railroad to the Pacific, and became controlling owner of The Missouri Pacific Railroad, when the line was sold under foreclosure in 1876. He finally sold his interest to Jay Gould. He was also largely interested in the elevated roads of this city. The surviving children of Mr. Garrison and Letitia W., his wife, were William R. Garrison, now deceased, and Catharine M., wife of Barrett Van Auken. A public spirited man, remarkable for his powerful physique, rugged energy, and unbending integrity, he was one of those who contributed greatly to advancing the interests of the metropolis.

EPHRAIM CHURCH GATES, lumberman, born in Hubbardston, Mass., March 28, 1817, comes from old New England stock. His ancestors were English, and his grandfather, Asa Church, served in the commissary department in the American Revolution. His father, Salmon Gates, moved with his family, in 1823, from Hubbardston, Mass. to Calais, Me., which place he had visited as early as 1807, and thereafter was one of the active business men of Milltown, which was in his time the principal part of Calais. Ephraim attended the grammar schools of the town and for two terms the Washington Academy in Machias. He then found employment with his father, who was developing the lumber industry of the St. Croix river, then a new interest, and in 1840, having saved a little capital, began manufacturing lumber for himself, this industry being the source of the prosperity of this frontier city. For thirty-five years, 1847-82, he was the leading spirit of the lumber firm of Gates & Wentworth, in partnership with his brother in law, the Hon. Giles M. Wentworth. He became, by purchase, a large owner of timber lands in the counties of Washington and Penobscot, Me., and York, N. B. In 1849, Mr. Gates manufactured and sold to a lumber yard in Mott Haven, New York city, the first cargo of spruce lumber ever landed on the east side of the Harlem river. For sixteen years, he continued to sell lumber to this yard, which is on 138th street,

and in 1865 bought the yard, which he placed under charge of his son, Church Ephraim Gates, then fresh from the Union army. This proved a fortunate venture. After the death of his son, Mr. Gates carried on the yard alone, being aided in the management by John F. Steeves, under the old name of Church E. Gates & Co., until 1889, when he admitted Henry H. Barnard and Bradley L. Eaton, his sons in law, and John F. Steeves, as partners. The same year he sold his interests in Maine to H. F. Eaton & Sons and removed to Harlem, where he now dwells. He owns a large interest in The Old Dominion Lumber Co., whose shipping point is Norfolk, Va. By his marriage, Dec. 1, 1839, to Vashti Randall Pickens, daughter of Leonard Pickens, he became the father of four children, Church Ephraim Gates, now deceased; Lucy, wife of Henry H. Barnard; Vashti, wife of Bradley L. Eaton; and one son who died in infancy. Mr. Gates is a member of the Harlem club and the Calais club of Calais and a man of conspicuous excellence of character.

JAMES WATSON GERARD, lawyer, born in this city in 1794, died in New York, Feb. 7, 1874. He was a descendant of French Huguenots, who fled to Scotland after the revocation of the Edict of Nantes. Before the American Revolution, his father, William, came to New York city and lived to become a reputable merchant, but left his family with moderate means. James graduated with honor from Columbia College in 1811, studied law in the office of George Griffin, and entered upon practice while quite young. His abilities soon gave him a leading position in the profession. He enjoyed a long and successful practice, during which he strove with all his power to elevate the standard of the profession. When he retired in 1868, his brethren of the law gave him a banquet at Delmonico's, which was attended by many prominent members of the bench and bar. His marriage with Eliza, daughter of Governor Increase Sumner of Massachusetts, brought him three children, James W., Elizabeth Sumner Wiggin, and Julietta Ann. Mrs. Gerard died in 1866. The House of Refuge was built mainly through Mr. Gerard's influence and the efficiency of the police force was greatly improved. The adoption of uniforms for the police grew out of his advocacy of the measure. For many years, he identified himself with the public school interests of his city, and rendered efficient service as inspector of schools. A nomination for Congress and another for Judge of the Superior Court were declined by him.

ELBRIDGE THOMAS GERRY, lawyer, a native of this city, was born Dec. 25, 1837. His family was planted in this country in 1730, by Thomas Gerry of Newton, England, merchant, who settled in Marblehead, Mass., and whose son, Elbridge Gerry, a man of marked abilities, served his country as a member of the Continental Congress, a Signer of the Declaration of Independence, and Vice President of the United States. The subject of this sketch is a grandson of Elbridge and son of Thomas R. Gerry, a naval officer. His mother, Hannah, was a sister of Peter and Robert Goelet. The subject of this sketch lost his father by death, when the lad was seven years of age. He gained a good education, graduating from Columbia College in 1857, and delivering the German salutatory oration. He then studied law with William Curtis Noyes, was admitted to the bar in 1866, and formed a partnership with Mr. Noyes, and later with William F. Allen, Justice of the Court of Appeals, and Benjamin Vaughn Abbott, the law book author. For many years he was actively occupied with the laborious duties of an extensive practice, being retained in many famous cases. In 1867, he served the State as a member of the Convention to revise the State Constitution. Dec. 3, 1867,

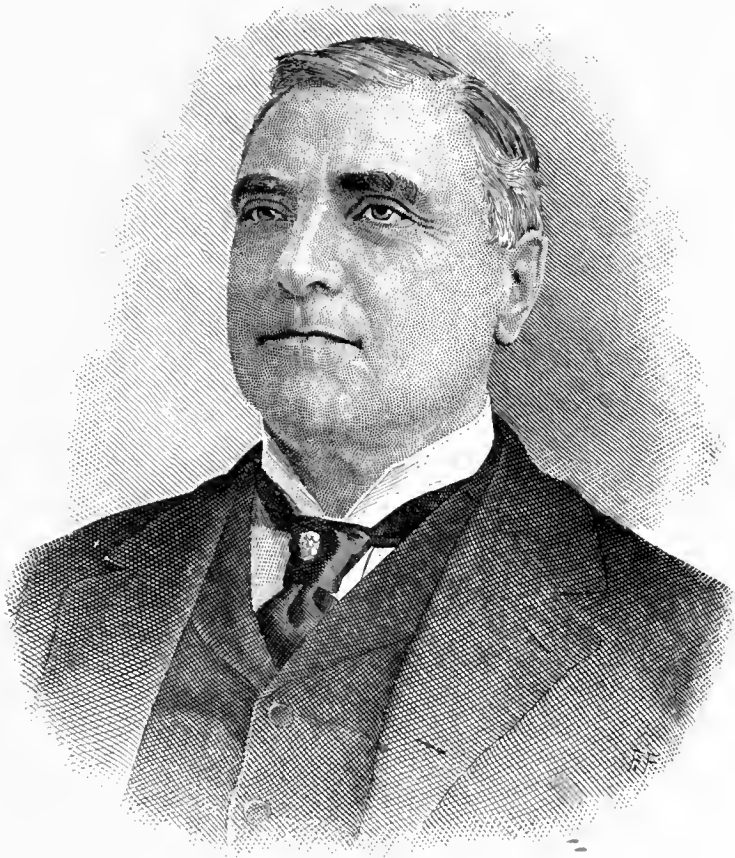
he was married to Louisa M., daughter of Robert J. Livingston and great granddaughter of Morgan Lewis, once Chief Justice and Governor of New York. A large income from his law practice and a fortune inherited from the Goelets have left Mr. Gerry free to promote important philanthropic enterprises, and he has been prominent in this work for over thirty years. He has secured, in behalf of The Society for the Prevention of Cruelty to Animals, the principal part of the legislation of the State on this subject. In 1874, he was conspicuous in founding The Society for the Prevention of Cruelty to Children, and since 1879, has been its president. The present system of execution by electricity is due to a report, made by a commission appointed in 1886, of which he was a member. Mr. Gerry has long been actively identified with yachting in its higher forms, and was Commodore of the famous New York Yacht club, 1885-93, during several historic international yacht races. He is a prominent figure in the social life of the city, and a member of the Metropolitan, Knickerbocker, Manhattan, Bar, Riding, Players', Merchants', Country, Atlantic Yacht, New York Yacht, and Larchmont Yacht clubs. He also belongs to the New England Society and is a patron of the annual Patriarchs' ball.

JOHN GIBB, merchant, a native of Scotland, was born March 14, 1829. He was educated at the local parish school and in Montrose academy, and then, at the age of fourteen, set his face bravely toward the task of fitting himself for a business career.

He was so anxious to learn that, as an apprentice, he entered a small dry goods store in Montrose, where, in return for the privilege of acquiring what knowledge he could about textures, colors and the business generally, he performed all the drudgery for four years, without pay. At the age of eighteen, having finished the first laborious stage of his business education, Mr. Gibb travelled to London, arriving there an utter stranger and feeling somewhat lost in the whirl and excitement of the great metropolis. After a few days' search, however, he found employment in a large retail dry goods establishment. Here, he toiled at the duties assigned to him from early morning until eleven and twelve o'clock at night. Eighteen months of this sufficed for the young man, although it aided to develop the energy with which nature had abundantly endowed him; and he then greatly improved his position by securing a clerkship in the largest wholesale lace house in London. The duties here were more congenial, and previous training made him a valued accession to the house. The firm advanced him rapidly.

In June, 1850, under engagement with J. R. Jaffray & Co. of London, Mr. Gibb came to America and took charge of one of the departments in their New York house. In this establishment, he repeated his success in London. No day was too long, no work too hard for him, and promotion followed rapidly, although this was not sufficient to retain Mr. Gibb in a subordinate position. He was determined to become a merchant on his own account; and having, by diligent industry and strict economy, made and saved enough money for the purpose, he went into partnership with Philo L. Mills, a fellow clerk, under the firm name of Mills & Gibb, in 1865. The two men signed their articles of co-partnership on the day of the surrender of General Lee and began business in a store at No. 44 White street.

The new firm made a specialty of laces and goods of like character, which they imported from Europe, and threw so much energy and good judgment into their operations, that they met with success from the start. The business grew to large



John Libb

proportions in the space of a few years and has since extended to every part of the United States. In 1880, the handsome seven story building on the northeast corner of Broadway and Grand street, erected for Mills & Gibb, was occupied by them. In the division of the labor of the house, Mr. Mills lives in Europe, while Mr. Gibb has had the sole management of the trade in the United States.

Upon his arrival in America in 1850, Mr. Gibb established his home in Brooklyn, and has been a resident of that city ever since. He was married in 1852. Eleven children have been born to him, of whom all except one are living, all of his sons being in business with him. He has always closely identified himself with the affairs of Brooklyn. In this respect, his practice differs from that of many merchants, who regard Brooklyn merely as a residence section of the metropolis and fail to interest themselves in the great financial and industrial interests of the city. Mr. Gibb is a director of The Brooklyn Trust Co., trustee of The Adelphi Academy and The Young Men's Christian Association, and a member of the Hamilton, Brooklyn, Crescent, and Riding & Driving clubs. His public spirit has greatly endeared him to his fellow citizens. In 1887, Mr. Gibb added to his mercantile interests by acquiring a controlling ownership in the retail dry goods firm of Frederick Loeser & Co., in Brooklyn, and this extensive establishment has since been managed with great success by Mr. Gibb and his son Howard. The store is now one of the largest dry goods bazaars in the United States.

Mr. Gibb is fond of home life and domestic in his tastes and habits. The family occupy a spacious home on Gates avenue in Brooklyn, and during the summer time dwell in a beautifully located country seat at Islip, Great South Bay, on the ocean front of Long Island. While Mr. Gibb works hard during the hours of business, he also rests with equal vigor during the hours of relaxation, and spends two days in every week during the summer time fishing and sailing in his yacht, the Bonnie Doon. His success is due to early training, the power of performing a vast amount of work, intelligent and upright methods, and sound judgment.

GEORGE YATES GILBERT, lawyer and lumberman, born in Gilbertsville, Otsego county, N. Y., March 26, 1815, died at the Victoria Hotel in New York city, April 29, 1888. He was a descendant of John Gilbert and his wife, Mary Hill (the latter a relative of the celebrated Rowland Hill, the divine,) of Middleton, near Yarmouth, Warwickshire, England. To John Gilbert were born four children, of whom the oldest was Abijah, born in December, 1747, who was destined, forty years later, in 1787, to find a home for his race in the new world and to be the first settler and founder of the village of Gilbertsville, N. Y. At the age of fourteen, he was the male head of his family, and at twenty-nine, married Mary Yates and lived at Nuneaton in Warwickshire, where he owned lands and did much to aid the poor. On arriving in America, he visited relatives of his wife in New Jersey, where he met and became the staunch friend of General Morris, who assigned to him a grant of 1,000 acres of land in Otsego county, for which Mr. Gilbert paid him £571 sterling, before ever having seen the land. He very shortly doubled his holdings by the purchase of contiguous properties. Decided in character but of courteous manners, he was known as Esquire Gilbert, and recorded in all the deeds as "gentleman." He died in 1811, leaving a large family. The oldest son, Joseph T. Gilbert, known as Deacon Gilbert, was a man of iron will, prominent in his county. George Yates Gilbert, the subject of this memoir, his fifth son, was educated at Hamilton and Yale colleges, graduating from the latter in 1837 in the same class with

William M. Evarts and Chief Justice Waite. He was one of the charter members of the Yale chapter of the Delta Kappa Phi fraternity. Afterward, he went to New York, where he practiced law with John D. Sherwood. In 1853, he became vice president of The Eau Claire Lumber Co., in Eau Claire, Wis., a position which he held for ten years. It was a highly successful undertaking. On retiring from its active management in 1869, Mr. Gilbert returned to Gilbertsville, where he erected the residence called "The Hall," now owned and occupied by his only daughter, Marion. The latter has been twice married, first to James Armstrong Murray of England, and after his demise to Thomas Swinyard, formerly managing director of The Great Western Railway of Canada, and The Detroit & Milwaukee Railway, and now president of The Dominion Telegraph Co. Though Mr. Gilbert took a deep interest in politics, he declined all overtures made to him to accept office. He was a staunch Republican, and his career was especially marked by uprightness of character and a strong sense of justice and generosity. He married Mary, daughter of Jabez Fitch, of Marshall, Mich., and left one son, Fitch Gilbert, a resident of Eau Claire, and one daughter, the elder of the two, who succeeded to the estate in Gilbertsville.

PETER GILSEY, an old time merchant, born in Hobro, Province of Jutland, Denmark, in 1811, died in New York, Aug. 8, 1873. He received a moderate education, and landed in New York city in 1827, a friendless lad, but full of health and inspired with an earnest and manly ambition to win success. Having secured employment in a piano factory, and saving each week some part of his wages, he saved enough at length to go into business for himself. His first venture was the purchase of a retail tobacconist's stock, with which he opened a small store on the Bowery. In this occupation he prospered, and later he moved to the corner of Broadway and Cortlandt street. Prospering yet more in the new locality, Mr. Gilsey soon gained the means to make investments in real estate, which brought him the bulk of his fortune. The property advanced rapidly in value, making him a rich man, and included the St. George Hotel, the Gilsey House, Coleman House, the Fifth Avenue Theatre, and an office building at the Corner of Broadway and Cortlandt street. Mr. Gilsey was elected an Alderman of the city in 1873. The children of Mr. Gilsey and his wife, Mary C., were Andrew; Charles, now deceased; Peter; Henry; John, now deceased; Mary, wife of P. Gardner, and Mrs. Pauline Starr. Mrs. Gilsey survived her husband until Sept. 13, 1891.

HENRY GINNEL, jeweler, a native of Locle, Switzerland, was born Jan. 9, 1821. He was educated in the local schools, and then learned the trade of watchmaking, his town being one of the seats of that industry. At the age of eighteen he came to America, seeking the enlarged opportunities of the new world. In the employment of Frederick Grossclaude, he spent several years at the bench, working overtime in order the more rapidly to increase his savings. In 1847, he bought the shop of his employer, and became a manufacturer and merchant of watches and jewelry, and by energy and good abilities has expanded his trade, until he has one of the leading watch and jewelry stores on Maiden Lane, under the style of Henry Ginnel & Co. He was married Oct. 18, 1845, to Miss Clara Langrave. The family make their home in Brooklyn. Mr. Ginnel's career reminds one of the important truth that, in free America, at any rate, it makes little difference how modestly a man starts in life, provided only that his occupation be an honest one.

PETER GOELET, realty owner, born June 22, 1800, died in this city, Nov. 21, 1879. He came from a Huguenot family, which at the time of the fierce and bloody persecution of the Protestants by the Roman Catholic church, fled from Rochelle, France, to Amsterdam in Holland, in 1621, remaining there until 1676. Francis Goelet, youngest son of the family, having lost his wife, came to New Amsterdam in 1676, with his only child Jacobus, a boy of about ten. Greatly pleased with the place, he left his boy in care of Mr. Phillips, merchant, and sailed for Holland to bring hither his effects, but was never heard from thereafter, and is supposed to have been lost at sea. Jacobus remained in New York, married Jannetje, daughter of Mr. Coessar, a member of a Protestant refugee family from Rochelle, and died in 1731, the father of six children. Jan Geolet, third son of Jacobus, was married in 1718 to Jannetje, daughter of Jan Cannon, a merchant of New York, who also traced his family line to a Protestant refugee from Rochelle. Dying in July, 1753, he left several children.

Peter Goelet, fourth son of Jan, born in January, 1727, was the founder of the family fortunes. He carried on a trade in hardware, cutlery, locks, music, brushes, etc., for many years, with Peter T. Curtenius, under the name of Goelet & Curtenius, in a store on Pearl street, Hanover Square, at the sign of the "golden key." The firm dissolved in 1763, the junior partner engaging in business with a sign of a "golden anvil," while Mr. Goelet went on alone in the hardware trade. He was greatly prospered, gained what was then considered a fortune, and invested it almost wholly in local real estate. He was married in April, 1755, to Elizabeth, daughter of Robert Ratse, and at his death lived at No. 53 Broadway.

Peter P. Goelet, son of the latter, was born in August, 1764, and died in October, 1828. He inherited a large part of his father's property, and by the advice of his lawyer, Peter De Witt, invested nearly all of his accumulations in further purchases of real estate. He owned some securities of corporations, however, and was a member of The Western Inland Dock Navigation Co. In May, 1799, he married Almy, daughter of Thomas Buchanan, his brother Robert Ratse having married Margaret Buchanan, her sister. Upon his death, he was survived by four children, Peter, the subject of this sketch; Jean B. Goelet; Hannah G., wife of Thomas R. Gerry, Commodore, U. S. N.; and Robert Goelet.

Peter Goelet continued the policy of investing in land and buildings, mainly in those parts of the growing city, where in a few years there was certain to be a dense aggregation of buildings of the highest class. The land on which the Grand Central Depot now stands, was once his.

Mr. Goelet was a lover of fine horses, of which he usually kept as many as six, although when going about his daily business he almost invariably walked or used the stages. He was charitable without ostentation, and during the war took a special interest in one of the New York regiments, expending money freely to relieve the sufferings of members who returned sick or disabled, and of the families of the killed.

His recreation consisted largely in working at a forge in the basement of his house on Broadway and 19th street, where he manufactured, after the fashion of one of the Kings of France, various sorts of machinery, but particularly locks of curious and intricate patterns. He owned many bright plumaged fowls and birds from all parts of the world. During the summer time, some of these were to be seen stalking about the grounds surrounding the Goelet mansion.



John Good

Mr. Goelet left his real estate equally to his brother Robert and his sisters Jean B. Goelet and Hannah G. Gerry.

ROBERT GOELET, realty owner, a son of Peter P. Goelet, was born in October, 1809, and died at his home, No 857 Broadway, Sept. 22, 1879. He was occupied during life with the management of properties inherited from his father. He resembled his eccentric brother Peter in many respects and was warmly attached to him, the two men making visits to West Point together every year, and being constantly in each other's society. In October, 1839, he married Sarah, daughter of Jonathan Ogden, and left two children, Robert and Ogden Goelet. The Goelet possessions are now centered mainly in the ownership of these two men. Robert Goelet, born Sept. 29, 1841, was married in 1879 to Harriette Louise, daughter of George Henry Warren, of New York, and has two children, Robert Walton and Beatrice Goelet. His brother Ogden was born June 11, 1846, and married Mary R., daughter of Richard T. Wilson, the banker. Their children are Robert and Mary Goelet.

JOHN GOOD, inventor and manufacturer of cordage, is one of those men of native genius, who have placed their names on the roll of fame by working as complete a revolution in the processes of an important industry, as took place in the homes of America when the slow and tiresome method of hand sewing gave way to the sewing machine, or as took place in the field of transportation when the lumbering old mail coach of the early days was superseded by the railway car. He has lightened the labors of the working classes and reduced the cost of an article of extended consumption; and the large fortune which has come to him in consequence of his inventions has been worthily and honestly won.

He was born in Ireland in 1844. At the age of seven, the lad came to the United States with his father's family to seek the larger liberty and the better opportunities of the new world. The family being poor, John was compelled to earn his living as soon as he was old enough to toil. He was blessed with a stout and healthy frame and a happy disposition, and, finding employment in a little old-fashioned rope walk in Brooklyn, he served an apprenticeship there, whistling as he went to his daily work. He became thoroughly familiar with the then simple processes of rope making, which were slowly and laboriously performed by hand. In this factory, many young women were employed, whose labor required them to lift and carry loads beyond their natural strength. The good hearted boy came to sympathize with the hard lot of these fellow workers, and at an early age, he began to study what he could do to lighten their labors.

Rope making had been practiced in this country at least 200 years. Every ship building city in New England and along the Atlantic sea coast of any pretensions had its "rope walk," a long, low building, several hundred feet in length, in which the hempen fibres were straightened, combed, drawn into strands, and the strands twisted into rope by operatives who performed the whole labor with their hands. All of the processes were laborious and tedious. No material improvement whatever had been introduced in the industry for a period of two centuries. Considering the enormous amount and high cost of cordage used in the rigging of ships during the palmy days of the American marine, it is extraordinary that in America, the very home of mechanical genius, it should never have occurred to any inventive American to patent improved processes for quickening, reducing the cost, and lightening the labor of rope making. This work was reserved for the young man from Ireland.

After he had graduated from his apprenticeship, he left the rope walk and became a machinist. During the late Civil War, having become an expert worker in this trade, the idea occurred to him to study the possibility of inventing machines to perform the work of the various branches of rope making. He experimented for several years, and finally in October, 1869, took out his first patent. The pioneer machine was a "breaker," for bunching and combing out the tangled fibres of hemp and forming them into a long loose roll called a "sliver." The fibres used in this industry come from tropical plants and are from three to twelve feet in length. In the old fashioned process, the "sliver" was cut into lengths, and thus the fibre entire was never used in a rope until John Good brought out a machine for the purpose. The first invention was followed by a number of others, until Mr. Good had patented a complete outfit for every branch of the manufacture of ropes and twine. His patents cover a first breaker, a second breaker, a first and second spreader, a first and second drawing frame, a spinning jenny, a laying frame, and a coiling machine. The "sliver" which first comes from the breaker is rough in texture, with the loose ends of many tangled fibres projecting from its surface. The spreaders and drawing frames draw out the original roll into longer and smoother slivers, which are free from the rough ends. The succeeding machines twist the slivers into yarns, and the yarns into ropes, and coil the finished product into packages for shipment. The system is complete in all its parts and has completely changed the manufacture of cordage. The process has many distinctive features. It has reduced the amount of ground space required, and the long tunnel-like rope walk of the olden times has now given place to a compact modern factory of several stories. The factory can be so arranged that the entire process can be performed in one room. The yarn and the strand are twisted in one operation, obviating one great difficulty of the old process, in which the yarn lost a large part of its twist before being formed into strands. The new process utilizes the full length of the fibres, and produces a rope fifty per cent. stronger than the old process. It has also lightened the manual labor of the operatives immensely.

Until 1885, Mr. Good devoted his energies entirely to the perfection and manufacture of his beautiful machines. Orders poured upon him from all parts of the United States, because every maker of cordage was compelled to take advantage of the improved facilities for manufacture and supply their factories with his machines. So largely have his patents been adopted, that it is believed that no more than about ten tons of cordage are annually made in the United States, which do not at some stage of the manufacture pass through one or more of his machines. Orders have also been received from abroad. In the United States, he has sold his machines outright, abroad upon a royalty. His factory in Brooklyn has been developed to large proportions, and gives employment to hundreds of skilled machinists. In 1885, he gave a public exhibition in Brooklyn of his complete process, and the occasion was deemed so important that it was attended by the principal rope makers both of the United States and Great Britain.

Mr. Good then resolved to engage in rope making himself, and in 1886 he built a large factory on Vernon avenue in Ravenswood, a suburb of Brooklyn. The plant included a large frame warehouse and wharves on the river front. Manufacture was begun in 1887, with a large force of operatives and a capacity equal to one-third of the total cordage production of the country.

When, in 1887, the Cordage Trust was organized under the name of the National Cordage Association, Mr. Good at first entered that combination. The Trust manufacturers dreaded his competition so greatly that they were willing to pay him \$200,000 a year to close both of his factories, and they offered him \$7,000,000 for his entire plant and good will. They were unable to obtain the amount of the purchase money, however, and finally the whole arrangement proved unsatisfactory to Mr. Good. He had been asked to build a binding twine plant for the penitentiary in Minnesota, and the Trust had refused to allow him to do so. In 1892, he withdrew from the combination, and resumed operations entirely independent of the Trust. He now manufactures, on an extended scale, and besides the establishment at Ravenswood, operates a large cordage factory at Millwall, near London, and another at Great Grimsby. He has in contemplation the building of works in France, Germany and Italy.

Mr. Good is the inventor of the machinery now in general use for the making of binding twine, and the reduction in price of that commodity in recent years is largely the result of his improved processes.

On account of his large charities, and his services to humanity in lightening the burdens of the working classes, Mr. Good was honored by the Pope of Rome, in 1887, with the title of a "Count of the Holy Roman Empire." At the time of his jubilee, the Pope resolved to honor a number of prominent men of that church in the various countries of the world, who had contributed to human advancement. Mr. Good was the only American selected for the distinction of being made a Count. The honor came unsought, and was a great surprise. The formal announcement was publicly presented to Mr. Good in Brooklyn, April 19, 1888, in the presence of an immense assemblage.

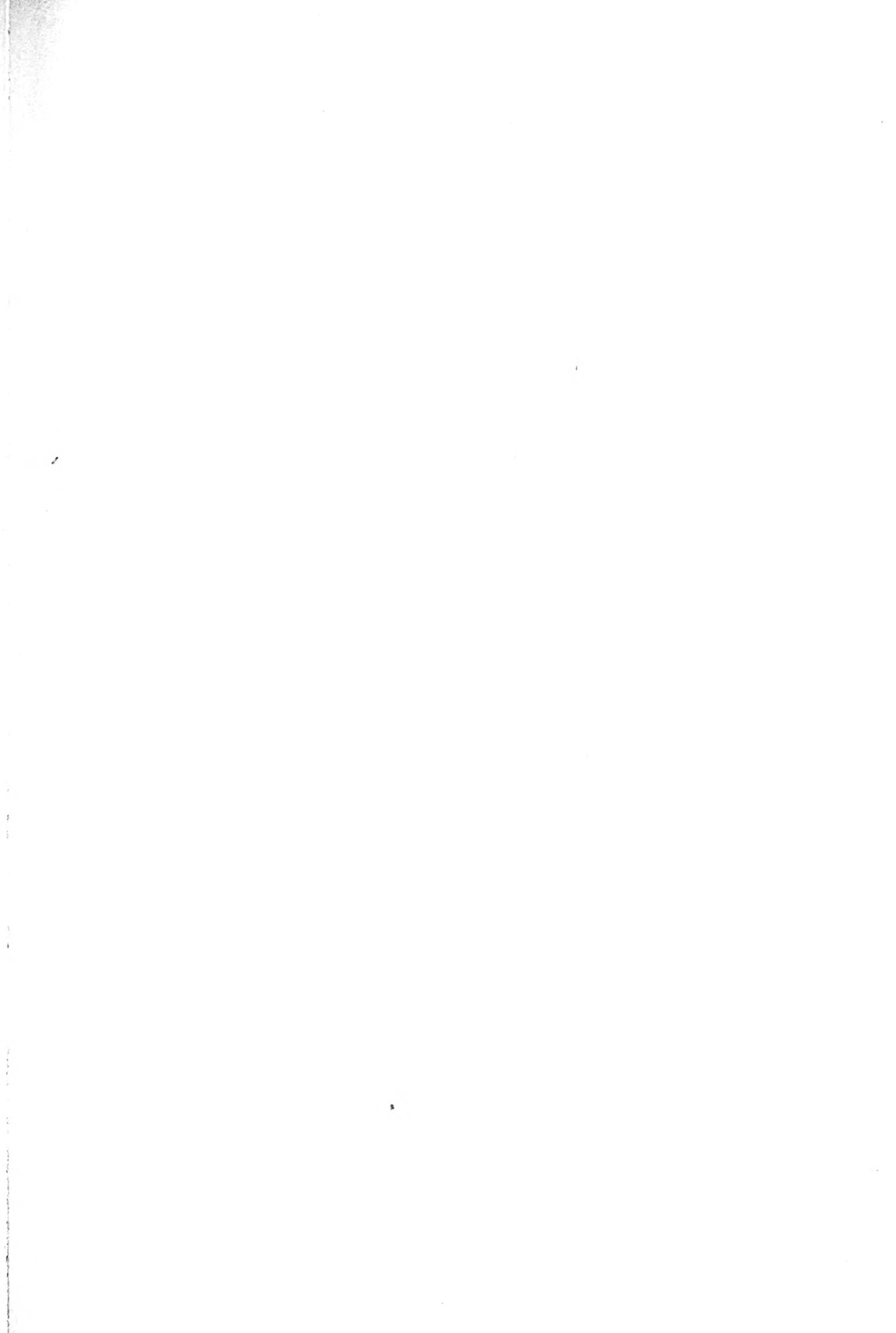
Count Good is a man of large and fine physique, erect carriage, and courteous address. He has the firmness and conciseness of speech of a capable business man. He is unassuming in dress. His hair and moustache are nearly white and frame a face rosy with the glow of perfect health.

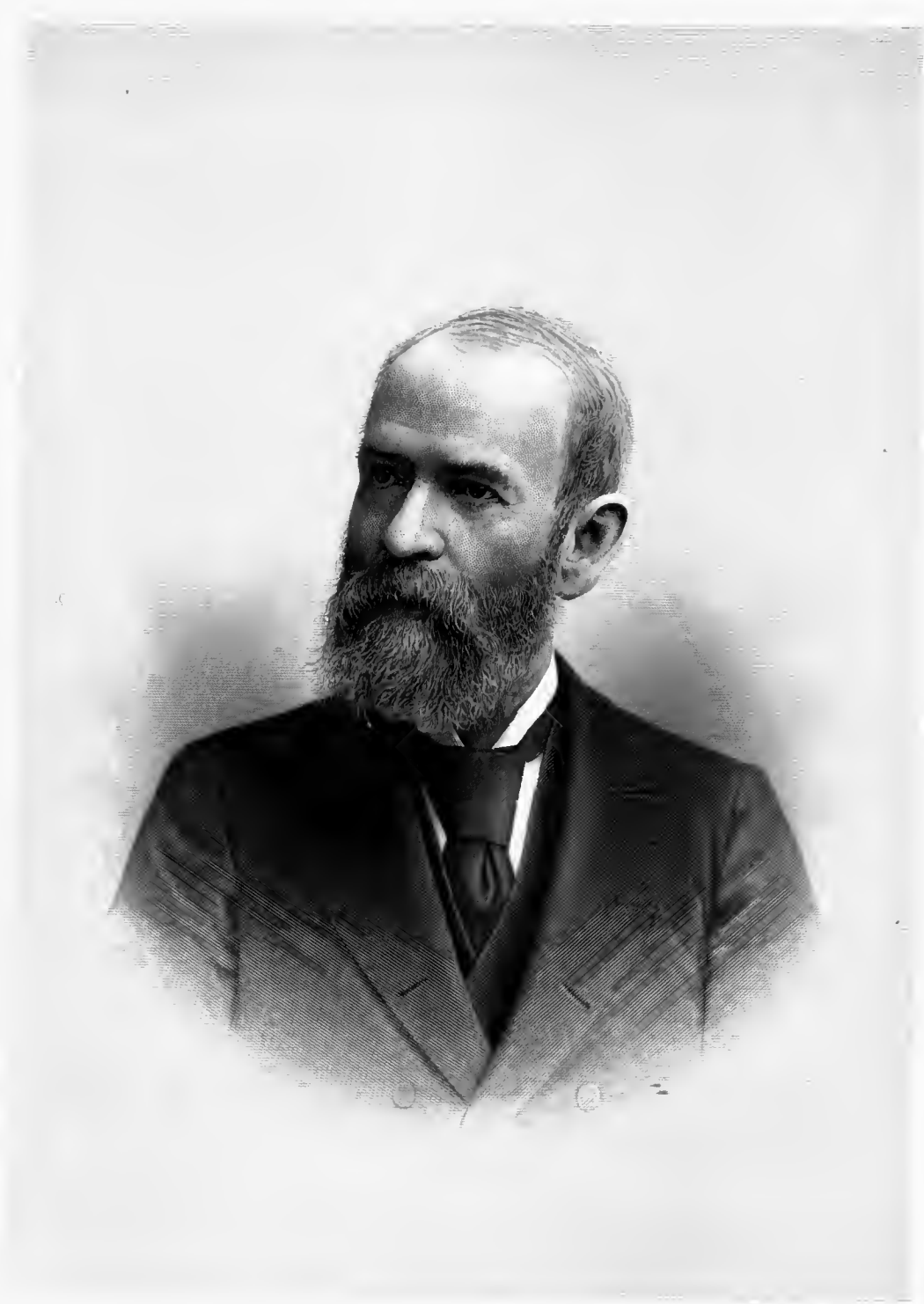
BRENT GOOD, manufacturer, born in Rochester, N. Y., in 1837, was taken with the family to Canada when two years old, and grew up on the stoniest farm in Canada at the Bay of Quinte. Leaving country school to seek his fortune in the world of affairs, he served an apprenticeship in the drug trade, in Belleville, Ont., where he gained a thorough knowledge of the profession. In 1856, he came to New York city, with exactly \$8.40 as his entire capital, and here found employment with Demas Barnes & Co., who ranked among the largest merchants of proprietary medicines in the world. He rose rapidly, became a successful salesman, was made a partner in 1863, and retired in 1869 when the business was sold to John F. Henry & Co. As Good, Root & Co., he then imported wines until 1878. In 1879, Mr. Good became interested in the manufacture of the Little Liver Pills of Dr. Carter of Erie, Pa. The author of the formula, upon which this medicine is made, had fallen into debt and was transacting a small business only, not over \$10,000 a year. Mr. Good saw the merit of these pills, bought the right to manufacture them, organized The Carter Medicine Co., and threw his entire energy into making and selling his remedy. His success has been phenomenal and is due to the spirit and ingenuity with which Mr. Good has advertised the medicine and pushed its sale. He has covered the barns, fences and rocks of the whole country with his advertisements, and has not only created a large domestic sale, but

pushed his trade virtually to the uttermost parts of the earth by unceasing enterprise. He is president of The Carter Medicine Co. A few years ago, Mr. Good invaded England and made contracts with owners of unimproved property in the suburbs of London for the exclusive privilege of erecting sign boards. The staid inhabitants were startled one week by an eruption of signs of Carter's Little Liver Pills. Lord Rosebery aided Mr. Good to introduce his remedy to the English public by bringing a bill into Parliament to restrain Mr Good from "disfiguring the suburban scenery." The incident filled the newspapers with comments, gave a great impetus to sales, and enabled the pushing American to recover through the natural channels of trade, a part of the \$500,000 he had spent in England in advertising. Mr. Good has shared in numerous business enterprises in town, among them The Writing Telegraph Co., of which he was president long enough to sell his interest to excellent advantage. In the building occupied by The North River Bank, which failed in 1890, he established The Franklin National Bank, a sound institution, of which he is a director. He owns and manages The Lyceum Theatre, is president of The Sunbury Wall Decoration Co., is a Mason and Knight Templar, a yachtsman, and a member of the New York Athletic, Lotus, Manhattan, New York Yacht, Hardware and Wa-Wa-Yonda clubs, and the St. James club of Montreal. His wife is a daughter of Henry I. Hoyt of Norwalk, Conn., and his children are Henry Hoyt and Kate Hamilton Good.

GEORGE PHINEAS GORDON, manufacturer, born in Salem, N. H., April 21, 1810, died in Norfolk, Va., Jan. 27, 1878. His father, Phineas Gordon, was a merchant in Boston, the family being descended from Alexander Gordon, (brother of Lord George Gordon), who emigrated from Scotland in 1697 and settled in New Hampshire. Educated in Boston, George learned the printing trade, and in 1850 started a printing office of his own in Nassau street in this city. His fame arose from his invention of the Gordon job press, a machine for the printing of circulars, letter heads, and other small work. The Gordon Press Works, having a factory at Rahway, N. J., of which he was proprietor, produced an immense number of these machines, which found their way into nearly every job office in the United States. Mr. Gordon was a man of great ability, and while numberless changes in the Gordon model have been made by rival manufacturers, who have striven to compete with the Gordon press, it is nevertheless true that the latter remains practically the model and standard for the ideal small printing press of the present day. In 1846, Mr. Gordon married Sarah E. Cornish, who died, and in 1857, he married Eleonora May. He had one son, George Byron Gordon, and one daughter, Mary Agnes Gordon, both children of the first wife.

GUSTAV HENRY GOSSLER, merchant, born in Hamburg, Germany, March 18, 1842, is a son of Ernst Gossler, by occupation a lawyer and president of the law court. Gustav was educated in his native city, and, after pursuing his mercantile studies in Germany, England, France, Spain and Portugal, he moved to this country in 1863, and began life as a merchant. In 1868, he became connected as a partner with the firm of L. E. Amsinck & Co., commission merchants and bankers, who were succeeded by G. Amsinck & Co., in 1874. This house is now widely known and highly esteemed, and has extensive connections in South America and Europe. Mr. Gossler is a good merchant and a successful man, and has been Vice Consul in New York for the republic of Brazil since 1874. In 1869, he was married to Mathilda, daughter of Theodore Durrien, and their children are named J. E. Mathilde, Anna S., and Olga Louise.





Jay Phelps

Mr. Gossler's social interests in the city are many. He is a member of the Union, Vaudeville and Down Town clubs, and has the public spirit to help maintain the great public museums of the city and other institutions.

JAY GOULD, financier, gained during his remarkable life a fortune, unique in that it was one of the largest ever acquired by a single individual in the United States by his own exertions. It owed no part of its origin to inheritance. Engaged in many speculative operations, Mr. Gould was probably not a gainer, to any great extent, by these labors. The bulk of his wealth came mainly from the leaps in value of many of the securities, which he owned in later life, consequent upon the higher appreciation placed upon them, after they had come under his management. The story of his life, deeply interesting, affords encouragement to every man, who possesses patience, perseverance, coolness and acumen, his power of persuasion, analysis and foresight, and his undoubted executive capacity and talent for combinations.

Mr. Gould was slender in build, and not above medium height, but his face was a striking one. Eyes, hair, full monstache and beard were dark and handsome, and his expression, while kindly and pleasing, was firm, intellectual and penetrating. His purity in private life, his generosity, and his fidelity to friends, were proverbial. He won the enthusiastic devotion of many prominent men of sound judgment and great probity, and his death removed from Wall street a figure which had impressed itself ineffaceably upon the financial history of the United States.

It was his lot to have less said in his praise than any other successful financier of this generation. Many of the charges were absolutely unjust. His silence, a remarkable trait, sometimes sprang from pride, which prevented him from combating a misrepresentation when he was the only sufferer, while at other times it grew out of a shrewd knowledge that success would be furthered by concealing his plans. Mr. Gould's answers to many accusations, given years after their utterance, were drawn out only upon the witness stand, coming then too late to change an opinion widely entertained. He sometimes suffered on account of the transgressions of others, but always possessed the belief that, in time, justice would be done to him by a fair minded public. This confidence has been justified since his death, by a generous judgment of his achievements and cordial tributes to his memory.

Mr. Gould was a descendant of two notable families of New England. Major Nathan Gold, the pioneer, was a man of great force of character, who came from St. Edmondsbury, England, to Fairfield, Conn., about 1646. His son, Nathan Gauld, jr., rose from town clerk of Fairfield to become Deputy Governor in 1706 and Chief Justice of the Supreme Court of the State in 1724. Several of the family were soldiers in the American Revolution. The wife of Col. Abraham Gold, Jay Gould's great grandfather, was Elizabeth Burr, whose ancestor was John Burr, an emigrant to America in 1630 with Governor Winthrop, and one of the eight founders of Springfield, Mass. The Burrs included many soldiers, judges, and public officials of good repute. Col. Abraham Gold, the first of his line to spell his name Gould, was killed at the head of his regiment, the 5th Connecticut, at Ridgefield, Conn., while repelling the British raid on Danbury; and his sword, stained with British blood, is to this day in the possession of Abraham Gould Jennings, of Brooklyn, N. Y., one of his descendants. Capt. Abraham Gould, his son, "a grim, earnest, honest man," settled in 1780 in Roxbury, N. Y. John Burr Gould, his son, the first male white child born in Roxbury, was a man of

sturdy character, and showed his fibre in 1844 by resistance to the fanatics of the anti-rent agitation. While defending his home against the anti-renters, he found an enthusiastic supporter in his boy, Jay. A well read man, noted for public spirit, he helped to found schools and advance the interest of the community. He married Mary More, the grand-daughter of John More, a sturdy Scot, who had come from Ayrshire, in 1772. From his excellent mother, Jay Gould inherited that religious instinct, which kept alive, in his later years of battle with the world, the gentleness of manner and the generosity of dealing which repeatedly characterized him when he bargained with other men over millions of dollars worth of property.

Jay Gould, known in childhood as Jason Gould, was born at the homestead in Roxbury, May 27, 1836. He was educated at the district school and Beechwood and Hobart seminaries, and at the age of seventeen learned Latin and Greek in a school in Albany. Application, acute perception and a retentive memory characterized him as a student. He was genial and fond of fun and open air sports but not of rude games.

Not fitted for farm work, Mr. Gould longed for a business career. To gratify this aspiration, his father exchanged the farm for a hardware store in Roxbury, and here the young man received his first business training. He began as a clerk, was a partner at fifteen, and became chief manager of the business. During this time, he learned surveying. Studying his books from 3 to 6 A. M., and practicing with the instruments of Squire Burhans, a prominent resident, the young man became a competent surveyor.

His first professional work, begun in April, 1852, was the survey and mapping of Ulster county, N. Y. He was employed at this task upon a salary first of \$20, then of \$30, a month. At the outset, he was an assistant in the venture. His partner failed before the survey was completed, and two other young surveyors being admitted to partnership, Mr. Gould sold his interest to them for \$500.

For several years, Mr. Gould hoped to realize enough from his ventures to carry him through Yale College. This dream was never realized.

The young civil engineer then surveyed and mapped, 1853-56, the counties of Albany, Delaware and Sullivan, and the town of Cohoes. He also had charge of the mapping of counties in Ohio and Michigan, and the survey of a railroad from Newburg to Syracuse and of The Albany and Niskayuna plank road. Some of the contracts were transferred to a surveyor in Philadelphia before completion and netted Mr. Gould a profit of more than \$5,000. The building of the Niskayuna plank road by him in three days and a half was a remarkable achievement. This road yet exists and has always been of great service to the town, even to those who originally opposed it. The enterprise revealed his characteristic traits. He had prepared to make the survey with the common level. "Imagine my surprise," he wrote to a friend, "when one of the directors came bringing up a monstrous theodolite with its complication of screws and what not, the identical one that served an apprenticeship on the Hudson River Railroad, and, for its valuable services there, was afterward promoted to generalship on the Northern Railroad. I could not for a good while even loosen the needle, much less adjust the instrument. I was completely knocked in the head." But he kept his own counsel. Fortunately, the snow turned to rain, when the men were ready to begin, and during two stormy days Mr. Gould mastered the instrument. Confronted with other unexpected problems, he met them all victoriously by study in the State library and otherwise, without betraying how they had disconcerted him.

While engaged in field work in Delaware county, Mr. Gould gathered the material for his famous history of the county. He wrote the work with great care, toiling over its pages when he should have been asleep, resting four or five hours a day only. When completed, it was sent to Philadelphia to be printed. In April, 1856, the young author learned that his manuscript had been burned. The tenacity of purpose which he revealed so remarkably in later life, served him then in good stead. He rewrote the book. A few proof sheets had been saved, and parts of the history had been printed in *The Bloomfield Mirror*. The greater part he rewrote from memory. He devoted himself to this task by night and day, and saw the book of 400 pages triumphantly issued in September, 1856. This history, written ingenuously, was a remarkable production for a young man of twenty. The story that he afterward sought to buy the copies, which had been sold, and withdraw them, because the printer had spelled his name "Gold," is untrue. Copies of the book, now in existence, show the name spelled "Gould."

Mr. Gould now plunged into a larger enterprise. In Eastern Pennsylvania, he founded the town of Gouldsboro' and established a tannery in partnership with Zadoc Pratt. Fifteen miles from any settlement, he felled the first tree with his own hands, sawed it into boards with a portable saw mill, built a blacksmith shop before sunset, and slept in the improvised cabin the first night. Of the tannery, Mr. Gould proved an enterprising and successful manager. He constructed a plank road, organized a stage route and two churches, built a school house, created a bank of which he was a director, and became postmaster of the place. The settlers became his ardent friends.

Mr. Gould soon bought Mr. Pratt's interest and formed the partnership of Jay Gould & Co., with Charles M. Leupp and D. Williamson Lee, of New York. The tannery transacted a large business and stimulated other local industries. Oct. 5, 1859, Mr. Leupp committed suicide in New York, having for years been gradually losing his mind. His brother in law, Mr. Lee, thereupon, as representative of a two-thirds interest, conceived the plan of forcing Mr. Gould out of the concern. He evaded a settlement, asked Mr. Gould to meet him in New York, Feb. 29, 1860, and, without waiting for him, hastened to Gouldsboro'. Taking possession of the tannery, he threw out the superintendent with bodily violence, barricaded the works, and garrisoned them with about thirty-five armed men. When Mr. Gould learned the situation, he sought advice, ascertained his rights, and repaired to the tannery. Entirely without his solicitation, about 250 residents gathered to support him. Being refused admission to the tannery, he led, unarmed, a squad of twenty-five men to the front door, while a second squad attacked the rear. He was twice repulsed, but the works were stormed on the third attempt, the garrison fleeing in all directions. The only persons wounded were several of the garrison, who were shot by their own mates. Mr. Lee then began legal proceedings, but was completely defeated, and sought refuge, as many another assailant did in later years, in abusing Mr. Gould. Mr. Gould finally sold his interest in the tannery and the mammoth buildings then fell into decay and ruin.

Just before the Civil War, the attention of Mr. Gould was drawn to railroads. He had thought much on the subject from boyhood. In 1860, the young financier met Daniel S. Miller, a great grocer of New York city, who feared failure through being a trustee of the second mortgage bonds of The Rutland & Washington Railway Co., believing that the first mortgage bonds had been cancelled. Mr. Gould offered to assist him, and succeeded in buying up the bonds for 10 cents on the dollar, they being

considered worthless. He afterward became president, treasurer and superintendent of this road and obtained a thorough knowledge of railroading. The young surveyor carefully inspected every mile of track in person, examined all the bridges, grades and crossings, and estimated the resources of the country tributary to this road. He then began judicious repairs, developed the local traffic, and, by consolidation with other roads retrieved the fortunes of the companies. The rise in value of the shares of these roads, by his own operations, opened Mr. Gould's eyes to the possibilities of railroad management. This also gave him capital of his own for greater operations.

He then entered the stock brokerage firm of Smith, Gould & Martin in New York city. One step leads to a longer one in the progress of a successful man. The surveyor had become a railroad manager; the manager was now a dealer in railroad shares. Mr. Gould's Wall street career made him profoundly versed in the value of railroad properties, and led to his buying shares in bankrupt roads and engaging, like others of the strongest capitalists of that day, in bold operations at the Stock Exchange.

In speculation, Mr. Gould's genius for combination, his brilliant strategy, and untiring tenacity of purpose, blazed forth with great power. He was often a heavy loser, yet, in several ventures he met with notable success. At times, he was the largest borrower in the United States, perhaps in the world. In obtaining the loans he required, he was aided by a trait, early displayed and characteristic of his whole life. He never broke his promise, but always kept his word.

It is not practicable here to describe in detail all of the operations in which Mr. Gould was engaged. Only a few of the more striking need be referred to.

While gold was at a premium, Mr. Gould bought and sold this metal for a profit, in common with other operators, sometimes, though not always, with success. In August, 1869, a daring speculation was set on foot by a syndicate, controlled by Mr. Gould, in which James Fisk, jr., was a partner, which sought to "corner" the gold market. All the gold which could be had was bought, the price rising slowly from about 138 in August, to 140, then to 150, and finally, Sept. 24, 1869, to 162. The government having resolved to sell gold, Mr. Gould also began to sell, although giving orders not to sell to Mr. Fisk's brokers. The price fell to 134, and brought on the catastrophe of "Black Friday," Sept. 24, 1869. Mr. Gould lost \$4,000,000, and was for some time charged with precipitating the panic. Men of position like Alonzo B. Cornell and others, thoroughly acquainted with the story, acquit Mr. Gould of responsibility for "Black Friday." They place it upon Mr. Fisk. Mr. Fisk repudiated his contracts. Mr. Gould did not.

Mr. Gould became interested in The New York & Erie Railroad, when it was a bankrupt property. He bought about 500 shares, because he believed in the merits of the road. His confidence in the future of Erie led to his election as a director and afterward as president. During his management, he was forced into a struggle with Commodore Vanderbilt and Daniel Drew for the control of the road, but was able, by various adroit moves, all of them legal, but for some of which he was criticised by opponents, to retain the management for years. He built up the Erie Railroad by exactly the same legitimate methods as those employed in Vermont, and made the Erie a great commercial highway and a paying investment. Circumstances associated James Fisk, jr., with Mr. Gould in this enterprise. He had been buying shares and was elected a director at the same time as Mr. Gould. Mr. Fisk was reckless and

unscrupulous in methods, fond of extravagant display, and defiant of public opinion. He undoubtedly did more to influence the young men of his day to evil courses, than any other human being in the field of American finance. Mr. Gould strove to restrain Mr. Fisk. Nevertheless, they were associated in the public mind and Mr. Gould incurred blame for acts for which Mr. Fisk alone was responsible.

In November, 1872, proceedings were brought against Mr. Gould for the recovery of Erie property, which, it was declared, he had improperly retained. The management having been changed by the vote of the foreign stockholders, as soon as his successor was elected, Mr. Gould turned over to him these securities, none of which had any market value and all of which had been held by his predecessor as president. Documents were given him, exonerating him from all the charges previously made.

At various times, a number of combinations were made against Mr. Gould in Wall street. To "corner" him was a favorite attempt, but always exciting and dangerous. He was usually a match for antagonists. Nevertheless, in the panic of 1873, he is said to have lost a larger sum than any other capitalist of that time.

In The Cleveland & Pittsburgh Railroad, Mr. Gould showed constructive abilities of high order. Having bought about 25,000 shares of its stock at about \$65 and \$70 a share to oblige a friend, he reorganized the road, developed its traffic to such an extent that while he was its manager it never passed a dividend, brought the stock up to \$120 a share, and leased the road successfully to The Pennsylvania Railroad. He was a large gainer by this proceeding.

As a railroad manager, Mr. Gould was identified most prominently with The Union Pacific, The Texas & Pacific, The Wabash, and The Missouri Pacific Railroads. He took charge of The Union Pacific Railroad, when it was a discredited enterprise. Beginning in 1873, he bought a large amount of its stock when the price ranged between \$15 and \$30 a share. In February, 1879, he was the owner of 190,000 shares. On the 17th of that month, he sold 100,000 shares for \$7,000,000, his profit being about \$4,000,000. He built up the road by attention to its requirements, securing proper connections to the eastward, and by consolidation, until it paid large dividends.

The same constructive ability was shown in his management of the other great lines named above. Intelligent, far seeing, and straight forward, he created one of the most wonderful railroad systems of the world. The controlling interest in The Texas & Pacific, he bought from Thomas A. Scott, for \$2,400,000. The Missouri Pacific, which he bought from Commodore Garrison, is a living testimony to his skill of combination. The main line of 287 miles from St. Louis to Kansas City has been made the principal factor in a system of about 10,000 miles of road, extending in one direction to Omaha, El Paso, Laredo and Galveston, and to Chicago, Toledo and Detroit in the other.

Mr. Gould was, at times, the president of his various roads, but the care was too great for one man, and while retaining control and direction, he finally placed able managers in charge of many of them, in order to relieve himself from the details of management. An excellent judge of character, he seldom made an unfortunate selection. In the general direction of these great systems, he repeatedly showed his good faith, when once pledged to a definite policy or when his word had once been given. He was in the habit of watching business closely, especially in a crisis, not only for his own sake but for that of stockholders, in order to prevent a failure.

An interesting incident was a step, by which he averted a panic in 1882. The

rumor had gone forth that he was financially embarrassed. To avert a crisis, he invited several of the strongest financiers of that day into his office, including Cyrus W. Field and Russell Sage, and laid before them the contents of his safe, displaying to their astonished gaze \$53,000,000 in the best securities. This put an end to the crisis.

Mr. Gould having finally attained an impregnable financial position, withdrew gradually from Wall street to devote his attention to a few great properties.

In the development of The Western Union Telegraph Co., he showed both organizing power and tenacity of purpose. In 1875, he came into control of The Atlantic & Pacific Telegraph Co., whose lines were in bad condition, the expenses outrunning the revenue. Thomas T. Eckert was invited to the presidency and the two men entered upon a carefully aggressive policy. After a laborious and anxious commercial fight, Mr. Gould, with great financial skill, consolidated his concern with The Western Union Telegraph Co., making it a special condition that Gen. Eckert should become general manager of the united companies. His disappointment was great when the fulfilment of the promise was evaded. In a letter recently written, Gen. Eckert narrates what followed: "It was necessary for me to decide upon other plans for myself. I accordingly, after mature deliberation, determined to construct a telegraph line between Boston, Mass., and Washington, D. C., via New York, Philadelphia and Baltimore, and to make it the nucleus of a yet larger system of wires designed exclusively for leasing to firms and individuals for commercial uses. When I had worked out this scheme in my mind, I laid it before Mr. Gould. He listened to me patiently, and then, in half quizzical way, asked if I did not wish to have a partner. I was so absorbed in my ideas that I did not notice the smile with which he put the question; and I blandly answered him "No." He quietly disregarded me and began to write a check for one million dollars, which he said he thought I might find very useful to my credit. Out of this circumstance grew the incorporation of The American Union Telegraph Co. and I became its president." With The American Union, Mr. Gould menaced the older company, displaced its lines from The Baltimore & Ohio, The Union Pacific, and other railroads, and reduced the value of Western Union stock from \$116 to \$88 a share. This vigorous campaign brought about the consolidation of The American Union with The Western Union Telegraph Co., in 1881, and its preponderance in the ownership of the largest telegraphic system which has ever come into existence. Mr. Gould became a director. His holdings of Western Union stock were then \$30,000,000. He reduced them afterwards to about \$20,000,000. In 1883, he had absorbed The Mutual Union Telegraph Co., and four years later The Baltimore & Ohio. This made him controller of the telegraphic system of the United States, and he was the entire master of of the field until John W. Mackay and James Gordon Bennett appeared with their rival line. Mr. Gould aimed to make his company the only one in America. In this he did not succeed entirely, but he created a great system, with ocean cables to Europe, the West Indies and South America.

A majority interest in the elevated railroad system of New York city was a possession forced upon Mr. Gould for the rescue of his friend, Cyrus W. Field, from embarrassment. Mr. Gould had purchased largely of the stock of these roads. Mr. Field, also a large stockholder, entered, in 1886, upon a speculation to advance the price of Manhattan shares to \$200 or \$300, that being the value of the shares of the surface street car lines. Through his operations, Manhattan rose to \$175 a share. He bought

largely as the price advanced, securing the money for new purchases by pledging his holdings as collateral. Mr. Gould warned Mr. Field more than once against the risk of overloading, but the latter continued to buy. At length, Mr. Field found himself carrying 88,000 shares of Manhattan stock, worth at par \$8,800,000, which had risen in nominal value to \$15,000,000. The price then suddenly fell. If Mr. Field had been compelled to sell, a panic would have ensued with a complete extinction of Mr. Field's fortune. In this emergency, he appealed to Mr. Gould for aid, through John T. Terry, a mutual friend. Mr. Gould first loaned to Mr. Field \$1,000,000, in bonds, without security. He then bought from him 78,000 shares, at \$120 a share, paying \$9,360,000 therefor, and later, loaned him \$300,000 in cash. Mr. Gould did this at inconvenience to himself, while suffering severely from neuralgia, and saw his purchase drop \$3,750,000 in value in a few days. Yet this act of unbounded generosity was performed to oblige a friend. The stock fell at one time to \$77.

Mr. Gould's wife was Helen Day, the daughter of Daniel S. Miller. She was the descendant of an English family, which had settled on Long Island, at Easthampton, in colonial days. A company of nearly fifty people were present at Mr. Gould's marriage, and four hundred or more attended the reception which followed. This was a happy union. Mr. Gould's home life was a beautiful one. His tastes were refined. He loved books, flowers and pictures, and was surrounded with them. His castle-like country home of Lyndhurst, at Irvington, built of stone, is now owned by Miss Helen M. Gould, but will revert to the estate when the younger member of the family, Frank Jay, attains his majority. It is delightfully situated, commanding an impressive view of the Hudson river. The grounds are beautifully laid out, and a large conservatory supplies the family with flowers and the choicest grapes all the year. At this place Mr. Gould and his family spent many happy days. His marriage brought him six children, George Jay, Edwin, Helen Miller and Howard Gould; Anna, wife of Count Paul Marie Ernest Boniface de Castellane of France; and Frank Jay Gould, all of whom are living. His family were always tenderly devoted to him.

It was not generally known that Mr. Gould was a man of great liberality toward philanthropic objects, but such was the fact. His gifts were mainly made on condition that no publicity should be given to him as a consequence. His charities were silent, and the thousandth part of his beneficence has never become publicly known. For many years, Mr. Gould entertained the purpose of founding a great educational institution for young men of moderate means. Illness and business cares prevented him from elaborating the plan, and his death, Dec. 2, 1892, finally frustrated the purpose. He left equally to his six children his great property, estimated at about \$100,000,000, which was invested mainly in The Missouri Pacific Railroad, The Western Union Telegraph Co., The Manhattan Railway, The Wabash, and The Texas & Pacific Companies.

JOHN PHYLE GOULD, merchant, born Dec. 12, 1817, in Philadelphia, died in New York city, July 5, 1892. He was the descendant of early English settlers of Pennsylvania. Early in life he went to Portsmouth, O., and spent a number of years in a large iron and roiling-mill business with his relative, T. G. Gaylord. Later, he engaged in the iron trade in Cincinnati, and about 1873 transferred his interests to New York city. He was considered an authority on financial matters, and drew up a number of legislative enactments in the interest of bankrupts and others, and had

confidential relations with Hoyt, Sprague & Co. May 29, 1845, he married Caroline, daughter of the late Moses Brooks, of Cincinnati. The children born to them were Ella Brooks, who married Volckert P. Douw, member of an old family of Albany, N. Y., both now deceased; Caroline E., who married J. W. Fiske, of New York; and Moses Brooks Gould, now deceased.

WILLIAM RUSSELL GRACE, merchant, a man of great force of character and intellect, has, by energy and perseverance, become one of the most prominent merchants and financiers of this country, besides having attained a national reputation as a leader in the political affairs of the city and State of New York.

The Graces were a Norman Irish family, and from the time of the invasion of their ancestor, Richard le Gros, they possessed extensive land-holdings in Queens county. When the English finally gained a mastery over Ireland, the Graces, being Catholics and very probably fighters, had their lands confiscated for disloyalty and were banished beyond the Shannon. The great grand-father of William R. Grace returned to Queens county and fought the claim to the family lands. He was offered a liberal compromise, but he said he would have the whole or none. All the Irish courts gave him the whole, but the English Appellate Court gave him none of the lands. From this time on, the Graces remained in Queens county, and so much did they prosper, that James Grace, father of the subject of this sketch, was left quite a fortune. This money the father lost in South America, whereas the son was destined to make many times more money in the same country. James Grace, when a young man, spent his money and came near losing his life in an expedition organized to free Venezuela from the Spanish rule. He married Ellen Mary Russell, of a well-known Protestant Irish family. They had four sons, all of whom have been successful in life. William Russell is the oldest son. John W., the second son, is the founder of the San Francisco Grace house, and is one of the directors of the Grace corporation. M. P. Grace is the founder of the London house and the man who negotiated the Peruvian loan in London amounting to \$40,000,000. Sir Morgan Grace went to New Zealand as a young army surgeon.

William R. Grace was born in Queenstown, County Cork, Ireland, May 10, 1832. In early life, he displayed that keen foresight and indomitable will which have since made him famous. At the age of fourteen, realizing that the county district of Ireland offered no future for him, he ran away from school and, working his passage on a sailing vessel came to New York city. After remaining in New York two years, during which time he was employed in various capacities, he returned to Ireland upon a visit to his home. In 1850, he went to Callao, Peru, and entered the shipping house of Bryce & Co., of which he became a partner in 1852, the firm later taking the name of Bryce, Grace & Co., and afterward Grace Bro's & Co. Being the only American house of consequence at Callao, and having agencies in all the principal ports in Peru and Chile, besides excellent connections in the United States and England, the firm soon rose to distinction. They acted as agents for Baring Bro's & Co. for many years.

In 1865, Mr. Grace came to New York, intending to retire from active business on account of ill health. Upon the return of his strength, however, he founded the house of W. R. Grace & Co., shipping and commission merchants, which has since become famous the world over, having branches in London and San Francisco and in Peru and



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Chile, besides agencies in all the principal cities on the west coast of South America. The firm have important contracts with Peru for the importation of guano, and are the largest importers of nitrate of soda in the United States, besides dealing exclusively in the other products of Central and South America. They export large quantities of the manufactures of the United States, and have been instrumental in securing closer relations with the Central and South American republics.

The relations of Mr. Grace with Peru have been so intimate and his standing as a merchant and financier so high, that his firm were at one time called upon to aid Peru in the conversion of its debt. A contract was entered into with the English bondholders, which was negotiated in London by Michael P. Grace and proved beneficial to all.

In 1881, Mr. Grace established the New York & Pacific Steamship Co., Ltd., which is the only company conducting a regular steam service between this country and the West Coast of South America.

In April, 1877, Mr. Grace was appointed receiver of The Continental Life Insurance Co., a position of great responsibility, which he filled with general satisfaction.

In September, 1859, he was married to Lillius Gilchrist, daughter of George W. Gilchrist, of St. George, Maine. Their five children living are: Mrs. W. E. Holloway, widow of the late W. E. Holloway, of San Francisco; Joseph P. Grace, Miss Lillius J. Grace, Miss Louise N. Grace, and William R. Grace, jr.

Mr. Grace has three brothers, J. W. Grace, M. P. Grace and Dr. M. S. Grace, the first two being associated with him in business, while the latter is a surgeon in New Zealand and a Member of Parliament and has been knighted by the Queen.

Mr. Grace is largely interested in a number of corporations. He is president of The Ingersoll-Sergeant Drill Co., and The Hamilton Bank Note Co.; vice president of The Fernbrook Carpet Co.; and director in The Lincoln National Bank, The Lincoln Safe Deposit Co., The Terminal Warehouse Co., The Brooklyn Warehouse & Storage Co., The New York Life Insurance Co., The New York & Pacific Steamship Co., The Occident Dock Co., and a number of others.

In 1880, he was the Democratic candidate for Mayor of New York city and was bitterly opposed on account of his religion. Once elected, he gave the city a business-like administration. It is a notable fact that at that early date he exposed the ways of the Police Department. He took the street cleaning away from them and placed it in efficient hands. He asked the Governor to co-operate with him in removing some of the men, who presided over the department in its worst days. From the first, Mayor Grace took his stand against the corrupt elements of the Democratic party, and no matter which way the scale turned, he was always to be found in the same place.

In 1884, by running for Mayor, he was instrumental in swinging a large independent vote to Grover Cleveland. In that election, the people showed what they thought of a business administration. When he was unknown, he was elected by a majority of 3,300, and now in a three-cornered fight he was given a majority of over 10,000.

In 1892, he was one of the men who went to Chicago to protest against the action of the State Democratic machine, and, by his efforts in organizing the protesting convention, showed plainly to the rest of the country that New York was for Cleveland. Again in 1894, he was found in his place, lending a powerful hand to throw Tammany out of its entrenchment of city offices.

Though a citizen of the United States, Mr. Grace yet retains an interest in his

mother country, and in 1879, when the famine was raging in Ireland, he contributed liberally for the relief of the poor people, having shipped half the cargo of the U. S. war ship *Constellation*, besides furnishing the stevedores and clerk hire necessary for loading the cargo. Mr. Grace is a devout Catholic and contributes liberally each year for the support of many charitable institutions. He is also a trustee of St. Patrick's Cathedral. Among the many clubs to which he belongs are the Metropolitan, Manhattan, Down Town, Lawyers', Reform, Catholic, Press and Country club of Westchester.

COL. JOHN LORIMER GRAHAM, lawyer, born in London, England, March 20, 1797, died in Flushing, L. I., July 22, 1876. He was a son of Dr. John Andrew Graham, a native of this country and descended from ancient Scottish lawyers, who practiced criminal law in this city during the early part of the present century. The son was brought to this city at the age of four, and received as good an education as could be obtained at that time. Educated to the law, he was admitted to the bar in 1821, and began practice in partnership with his cousin, James L. Graham. His military title was bestowed by Gov. DeWitt Clinton, upon whose staff he served. He had previously been an officer in a local military regiment here. He gained prominence in the practice of mercantile law, being successively at the head of the noted firms of Graham, Noyes & Martin, and Graham, Wood & Powers. By adding to a fortune inherited from his father, he became one of the strongest men in the city. He was married in 1818, to Miss Emily Clason, a favorite in social circles. A Democrat in politics, the Legislature made him in 1834 a Regent of the University, a position which he held until his death. He also became a member of the Historical, The New England, The St. George's and Bible Societies, and a member of the Council of The University of the City of New York, in which he founded a free scholarship. In 1840, President Van Buren appointed him Postmaster of New York city. Colonel Graham served for nearly four years, with ability and fidelity. Through the instrumentality of General Dix, he was called to Washington, to hold a confidential position in the Treasury Department. He read much, keeping himself well informed on the questions of the day. His wife died several years before him, but his four sons, James, Clinton, Augustus, and Malcolm, all well known in business circles, and a daughter, Emily, survived him.

ROBERT GRAVES, one of the largest wall paper manufacturers in America, born in Dublin, Ireland, about 1820, died at his home on Lafayette avenue, Brooklyn, Jan. 2, 1886. He came to this city when twenty-five years of age, found employment, and later began the manufacture of wall paper in Brooklyn, upon a small scale, becoming one of the pioneers of this industry. He gradually enlarged his factory until he occupied a block on Fulton street at Carleton avenue. There he employed 220 persons, and conducted a profitable industry. Shortly before his death, The National Wall Paper Co., in whose organization he took an active part, acquired his factory and trade, Mr. Graves becoming a large stockholder in the new company. To gratify a love for country life, Mr. Graves occupied a beautiful summer home with extensive grounds at Irvington, his graperies there being the finest on the Hudson. In 1885, he began building a spacious mansion on Clinton avenue, designed to be the finest residence in Brooklyn. The noted dwellings of New York city having been studied, plans were then made for a dwelling, which should be chaste, classically simple and rich, and among other things contain a large art gallery. Mr. Graves did not live to enjoy his new home,

and the property was purchased by Alfred J. Pouch. A handsome man, over six feet tall, with blue eyes and flowing hair and beard, he was attracted by home life more than by public affairs. His second wife, Cesarine, and eleven children survived him.

RUFUS ROWE GRAVES, cotton merchant, born in Sunderland, Mass., Nov. 6, 1807, died in Morristown, N. J., Aug. 17, 1876. He was a son of Erastus A. Graves, and came of old New England and English stock. After obtaining a common school education, he began his business career as a clerk for his father, then a resident of Macon, Ga., in a general store, and soon attained the dignity of partnership. E. A. & R. R. Graves became large buyers of cotton, which they shipped to the Northern States. In 1840, the firm removed to New York city. During the Civil War, the senior partner retired, and his son E. A. Graves, and a son of the junior partner, were then admitted, the name being changed to Rufus R. Graves & Co. They supplied many New England mills with raw cotton, and shipped large quantities of the staple abroad. Mr. Graves accumulated a large fortune, and retired in 1874, thereafter making two trips to Europe for recreation. He was a man of sterling integrity and uprightness, utterly devoid of display or ostentation, and his life was a long record of charity and kindness. His gifts were known to no one except himself, but they far exceeded what those who best knew him supposed. He was a director of The Bank of the Republic, The Phenix Insurance Co. of Brooklyn, The Delaware, Lackawanna & Western Railroad, and The New Jersey Zinc Co. For thirty years, he lived in Brooklyn and was long treasurer of Plymouth church. Later, he removed to Morristown, N. J. He was married in September, 1839, to Mary J., daughter of John Arms, in Conway, Mass., and their children were, Arthur B. Graves; Louisa M., wife of F. W. Owen; Carrie A., wife of F. J. Mather; Fannie R., wife of L. C. Lathrop, and Mary Ella Graves. By his will, Mr. Graves left \$100,000 for the education of the colored race in the South, and \$115,000 to other charitable objects. The bulk of the estate was given to his wife and children, but their best legacy was his beautiful and successful life.

JOHN ALEXANDER CLINTON GRAY, merchant, was born in Gen. James Clinton's house in Little Britain, Orange county, N. Y., Nov. 2, 1815. His grandfather, Alexander Gray, having been implicated in the unsuccessful struggle for Irish independence, left Ireland in 1790 for this country, dying soon after his arrival in Philadelphia. Maria Gray, widow of Alexander, married in 1797, her cousin, Gen. James Clinton, of the army of the American Revolution. John Gray, son of Alexander, died in 1816, as the result of an accident, leaving a widow and one son, the latter, the subject of this sketch. The lad attended the academy in Montgomery, Orange county, and, at the age of fifteen, made his entrance into practical affairs as clerk for his uncle, Alexander McLeod Scott, a dry goods merchant in New York city. He was a young man of merit and Mr. Scott made him a partner in 1835. In 1837, he married Susan M., daughter of George Zabriskie of this city, lawyer, Alderman for several years, and Member of Assembly. Mr. Zabriskie died in 1849. After the death of Mr. Scott, the firm of John A. C. Gray & Co., succeeded to the wholesale dry goods trade of the former firm and prospered therein for many years. In 1855, Mr. Gray retired, the business passing into the management of Buckley, Sheldon & Co. Mr. Gray was a special partner in Bailey, Southard & Co., a dry goods commission house, during 1856-60, and then retired wholly from active business. He has since spent his time largely in travel and the recreations of a gentleman of refinement and intelligence, but has been largely

interested in railroad enterprises, among them The Lake Shore & Michigan Southern and The New York, Lake Erie & Western, aiding in the reorganization of the latter in 1878. In 1870, he served as receiver of The Memphis, El Paso & Pacific Railroad. He has invariably refused to allow his name to be used as a candidate for public office but performed a public service, as vice president of the Central Park Commission, when formed, devoting much time to the creation of Central Park, seeking no other reward than the satisfaction of creating a noble park for the benefit of his fellow citizens. It is owing to the disinterested and earnest efforts of Mr. Gray and his associates, aided by Andrew H. Green, Controller of the Commission, Mr. Vaux and Mr. Olmsted, that the park has become what it is to-day. He was a strong Whig prior to 1856, and thereafter a Republican. While shunning public life, he has delighted in the company of his friends, whom he has chosen from among men of letters rather than from the leading spirits of the gay world. Men like Horace Greeley, William C. Bryant, and others of that time in America, and Richard M. Milne, Lord Humphrey and Charles Kingsley of England, have enjoyed his intimate acquaintance. His children have been George Zabriskie Gray, late Dean of the Episcopal Seminary in Cambridge, Mass.; Albert Zabriskie Gray, late Warden of Racine College; John Clinton Gray, Associate Judge of the Court of Appeals in this State; Catharine, wife of H. R. Bacon, a resident of the Isle of Wight; and Miss Frances Gray.

MRS. HETTY HOWLAND ROBINSON GREEN, capitalist, better known as Mrs. Hetty Green, was born in New Bedford, Mass., Nov. 21, 1835. She is a granddaughter of the late Isaac Howland, and daughter of Edward Mott Robinson, a prominent shipping merchant of New Bedford, who, by a life of marked enterprise and strong natural powers, gained a fortune of several millions. Upon his death, June 14, 1865, a large part of this fortune descended to his daughter Hetty. The latter was married in 1867 to Edward H. Green, a merchant of New York city. Mrs. Green aided her father in the management of his large estate, and thus, early in life, gained an acquaintance with business methods, which subsequently proved of value. She has retained control of his fortune, and devoted herself with ability to its management and increase.

By careful investment, she has become a large holder of stock in sound railroad companies in the West and South, in The Chemical National Bank, and in business blocks and other real estate in Chicago and other parts of the country. A woman of remarkable force of character, Mrs. Green displays little taste for the recreations of fashionable life but derives great pleasure from business pursuits. She is shrewd and exceedingly competent, while at the same time animated with a kindly heart and a spirit of unflinching good nature. Her purchases of new properties are made with sound judgment and generally with excellent success. For a number of years, she operated to some extent in Wall street. Probably no other woman in America travels so much as she, but her trips to various parts of the country have business purposes in view. They are not made solely for recreation. She is rather above the middle height, large in frame, with gray eyes, a strong nose, and regular features. Her children are Edward H. R. Green and Sylvia Green.

EDWARD HOWLAND ROBINSON GREEN, son of Mrs. Hetty Green, the capitalist, was born in the Langham Hotel, London, England, Aug. 22, 1868. The family came to New York in 1872. Edward was educated in the public schools of New York city, the High School in Bellow Falls, Vt., and Fordham College, graduating from the latter



Edw. A. Green

in 1888. He then studied law, paying especial attention to the statutes pertaining to real estate and railroads. Having been admitted to the bar and thus equipped for the battle of life, he identified himself with his mother's properties and soon revealed excellent business talent. A beginning was made as clerk in the office of The Connecticut River Railroad, where he gained an insight into the management of this class of corporations.

At the age of twenty-one, The Ohio & Mississippi Railroad elected him a director, giving him a larger opportunity for the study of traffic problems. In 1893, he visited Texas, and purchased, on excellent terms, a branch of The Houston & Texas Central Railroad, one of the most important transportation systems in that State, formerly controlled by his mother. The same year, he took The Texas Midland Railroad, in which he owns a controlling interest, out of the hands of the receiver, and by election as the head of the corporation without his knowledge and during his absence, became the youngest railroad president of the United States, natural ability also making him one of the most competent. With the ardor of youth and the determination of a man who is resolved to know all about the business in which he is engaged, Mr. Green pervades with his activity the whole region traversed by his railroad. Frequent visits are paid to the towns along the line, and the merchants are visited for consultation with reference to everything which will increase the traffic and build up both the country and the railroad. It is not unusual for him to don a suit of overalls, mingle with the employés in the shops, and hold the throttle of an engine in a trip down the line. He is not in the least afraid of work. Genial, enthusiastic, considerate and a gentleman, he makes friends everywhere, and is warmly respected by the officers and employés of the road. A large fortune will eventually come under his control, and he is rapidly qualifying himself in the most practical manner for its prudent management.

Mr. Green is already a stockholder in numerous railroad companies and owns several blocks of houses in Chicago. He has won popularity socially by attractive manners, and the commendation of the judicious for his energy, caution and ability. His clubs are the Union of New York, the Union League and Chicago Athletic of Chicago, and the Dallas of Dallas, Texas. Like his father, he is fond of athletic exercises, and has gained therein the iron muscles of a well developed specimen of hardy manhood.

It makes some difference, as these pages clearly show, how a man starts in life, but in free America, early poverty is no bar whatever to success. The essential thing is how a man makes his way, after he has made a start, and this applies to both rich and poor. There is every reason to believe that Mr. Green possesses the constructive and progressive temperament, which promises for him a brilliant future.

JOHN CLEVE GREEN, merchant, born in Lawrenceville, N. J., April 14, 1800, died April 29, 1875, at his residence on Washington Square in this city. His father, Caleb Smith Green, was a farmer in Lawrence township in the present county of Mercer, N. J. While young, John entered the house of N. L. & G. Griswold, merchants in the China trade on South street in this city, and as a clerk displayed so much sagacity that he was appointed supercargo of the ship Panama, a famous tea clipper of that day, and of other vessels, and made many voyages to China and South America. In 1833, he was admitted to the house of Russell & Co., in Canton, China, and there laid the foundation of his large fortune. In 1839, on his return to New York, he mar-

ried Sarah Helen, daughter of George Griswold, and carried on the China trade for many years thereafter, acquiring a fortune of about \$7,000,000. Mr. Green was prominent in the social, business and public enterprises of the city. He had been for many years a director of The Bank of Commerce, a member of the Chamber of Commerce and a manager of several of the leading charitable and public institutions, being always known as a man of clear views, strong convictions and great force of character. He took an active interest in the University of the City of New York and in Princeton Theological Seminary and Princeton College. His town house was in Washington Square in this city and his large country house with much land at Castleton on Staten Island. Mr. Green was the father of three children all of whom died in childhood. His brother, Henry W. Green, was at one time Chancellor of New Jersey, and his brother in law, Frederick Frelinghuysen, Senator from the same State. By his will, he left \$50,000 to the Theological Seminary at Princeton and a large estate to be disposed of by his residuary legatees to religious, charitable and educational institutions. Mrs. Green died in May, 1893.

NORVIN GREEN, M.D., president of The Western Union Telegraph Co., born where New Albany, Ind., now stands, April 17, 1818, died in this city, Feb. 13, 1893. His father, Joseph Green, born near Louisville in 1796, was a soldier in 1812, and took part in the battle of New Orleans, afterward becoming a farmer in Kentucky, tavern keeper, manufacturer and merchant, trading in a country store and in flat boats on the Mississippi. Norvin grew up in the employments carried on by his father, kept the books, and helped manage a fleet of trading flat boats. In 1833, a storm wrecked a number of their boats on the lower Mississippi, and the rest were seized to satisfy a debt for which the senior Green had become surety. Norvin then bought a flat boat in Cincinnati and a stock of goods, traded down the Ohio, and located at the mouth of the Kentucky river, leased a farm, built a store, and in three years had made enough money to pay the family's debts and buy a farm. He then filled a contract to deliver 1,200 cords of wood at Madison, Ind. The family now being prosperous, he studied medicine at the University of Louisville, graduating in 1840, and practiced his profession for thirteen years in Kentucky. Dr. Green sat for two terms in the Kentucky Legislature. In 1853, Secretary Guthrie appointed him commissioner and disbursing agent for the building of the new custom house and postoffice in Louisville. The following year, Dr. Green became interested in telegraph lines, and in July joined the company which leased The New Orleans & Ohio Telegraph Co. When this company was incorporated in 1854 as The Southwestern Telegraph Co., Dr. Green was chosen president. Under his management, the company built new lines on the railroads from Louisville to New Orleans, and the system was extended throughout Arkansas and Texas. In 1857, Dr. Green visited New York city, met the presidents of the six leading telegraph companies, and with them entered into the Six-Party Contract, the first telegraph deal in America, which lasted thirty years and was never broken. Territory was partitioned and an interchange of business provided for. All later consolidations of telegraph companies have followed the principles of the Six-Party Contract. The North American Telegraph Association was formed in 1857, with Peter Cooper as president, and every telegraph company in the country finally became a member of it. The Southwestern Telegraph Co., was united with The American Telegraph Co., in January, 1866, and in July following, the latter was consolidated with The Western

Union Telegraph Co. Dr. Green refused the presidency, but accepted the vice presidency of the new company. Upon the death of William Orton in 1878, he succeeded to the presidency. In this position, he became one of the best known and most competent telegraph men in the country. His capacity for labor was immense. He possessed great administrative ability, a thorough knowledge of telegraph law, and remarkable sagacity. The stockholders resisted every effort he made to retire from the head of the company. He was a man of fine culture and both in business and private life his manners were genial and winning. At one time, his friends in Kentucky made him a candidate for United States Senator, and would have elected him, had not a single vote intended for him and cast by a friend been mistakenly given to another. He was at one time president of The Louisville, Cincinnati & Lexington Railroad and later a director of The Gold & Stock Telegraph Co., The International Ocean Telegraph Co., The Southern Bell Telephone & Telegraph Co., The Dives Pelican Mining Co., The American Speaking Telephone Co., and The Mercantile Trust Co. He married early in life Martha, daughter of James W. English, a well to do farmer near Carrollton, Ky. His four sons are Dr. James O. Green, who married a daughter of ex-Mayor Hewitt; John W. Green, at one time president of the Louisville Chamber of Commerce; Pinckney, and Warren Green. He also had several daughters.

JOHN GREENOUGH, banker, a native of Boston, Mass., was born March 25, 1846. He is a son of David Stoddard Greenough, and Anna Parkman, his wife. The family are of Puritan ancestry, Capt. William Greenough, who settled in Boston in 1642, being the founder of the family in this country. The subject of this sketch was educated at Harvard College, and entered business life as clerk in the famous shipping house of Grinnell, Minturn & Co., and utilized his training there, later, in establishing himself as a merchant in the River Platte trade. His firm of Wilder & Greenough gained a distinct and worthy success. In 1884, he was admitted to the firm of Poor, White & Greenough, stock brokers and bankers in this city, the firm subsequently becoming Poor & Greenough. This house is one of the most conservative and trustworthy in Wall street. It has devoted its energies mainly to the negotiation of loans and investment securities. When English capital began to seek investment in America to such a large extent, ten years ago, Poor & Greenough became one channel through which large sums of money found their way into the stocks of American corporations, the firm representing several investment companies in London. They have dealt largely also in industrial and railroad stocks, and are financial agents for The Missouri, Kansas & Texas, The Wheeling & Lake Erie, and The Louisville, New Albany & Chicago Railroads, and other corporations, for which they have negotiated more than \$50,000,000 of securities within the last few years. Both partners are directors of several railroad companies and financial organizations, including those above named, and The Knoxville & Ohio, The Sherman, Shreveport & Southern, and The Kansas City & Pacific Railroads, The Bank of the State of New York, The Lawyer's Surety Co., The London & New York Investment Co., and others. A man of powerful mould and fine manners, Mr. Greenough has a large number of friends, and is a popular as well as successful man. He was married June 4, 1879, to Caroline, daughter of John M. Storey, of New York. The following clubs claim him as a member: University, Harvard, Tuxedo, Down Town and Lawyers', as well as The New England Society and The Sons of the American Revolution.

MOSES HICKS GRINNELL, shipping merchant, born in New Bedford, Mass., March 23, 1803, died Nov. 24, 1877, in this city. His father, Cornelius Grinnell, a Huguenot by descent, was a successful shipping merchant of New Bedford. The family was planted in America in 1632 by three brothers, who settled in Rhode Island. On the maternal side, Mr. Grinnell traced his ancestry to John Howland, one of the company of the Mayflower. Moses was one of six brothers, who, educated in the New Bedford academy and their father's counting-room, nearly all became widely known in commercial circles. Henry Grinnell, an older brother, sent the *Advance* and *Rescue* in search of Sir John Franklin in 1850, Grinnell Land being discovered by this expedition. Moses began life as a clerk for Wm. R. Rotch & Co., importers of Russian goods at New Bedford, at a salary of \$100 a year. He finally engaged in business on his own account, and before twenty years of age sailed as supercargo of a vessel bound for Brazil and thence for Trieste with a cargo of coffee. After a few years with Fish & Grinnell, a partnership was, in 1828, formed by Mr. Grinnell with Robert B. Minturn, known as Grinnell, Minturn & Co., the senior partner being then only twenty-two years old. They grew to be owners, wholly or in part, of about fifty ships, engaged in the trade with South America and foreign countries and the packet service to England. This firm never failed and never endured a stain upon their name. For nearly forty years, their sign was a landmark on South street. The firm established the Blue and White Swallow-Tail Line of packet ships to Liverpool and the Red and White Swallow-Tail Line to London. It is said that Mr. Grinnell built more ships in his day than any other New York merchant. In 1838, Mr. Grinnell was elected president of The Phoenix Bank, and in 1843 succeeded Robert Lenox as president of the Chamber of Commerce, retaining the position five years. During 1860-65, he was a Commissioner of Charities and Correction. He was also president of The Sun Mutual Insurance Co. Originally a Democrat and a member of Tammany Hall, he left that organization and in 1838 was elected to Congress as a Whig. In 1856, he served as Presidential elector at large on the Fremont ticket, and in 1869 was appointed Collector of the Port of New York by President Grant. During the Civil War, he joined the Union Defence Committee and gave largely in support of the Union. His first wife was Susan, daughter of Gilbert Russell. After her death, he married, in 1836, Miss Julia Irving, a niece of Washington Irving. They had three children, all of whom survived him, namely, Irving Grinnell; Julia, wife of George S. Bowdoin; and Fannie, wife of Thomas F. Cushing; and their country residence adjoined Washington Irving's "Sunnyside."

RANDOLPH GUGGENHEIMER, lawyer, was born July 20, 1848, in Lynchburg, Va. As his name implies he is of German descent. A student in the University of Virginia until he came to New York city, he finished his preliminary education in the University of the City of New York. The modest means of the family brought upon the youth, at an early age, the duty of entering upon active life. His first employment was as clerk for a merchant of woolen goods. Later, he became a clerk in the law office of Martin I. Townsend, upon the modest salary of \$1 a week. He was the all round useful young man of the office for several years, and meanwhile applied himself with diligence to investigation of the knotty problems of the law. When admitted to the bar, he opened a law office under the name of Guggenheimer & Untermyer. By making himself thoroughly conversant with the law of corporations, he attracted important clients, built up a large and profitable practice, and

has been more than ordinarily successful in negotiating large transactions with English syndicates, which desired to invest their surplus means in America. He has brought \$60,000,000 of English capital into this country for investment. In 1887, Mayor Grace appointed him a member of the Board of Education, and he was twice re-appointed. Mr. Guggenheimer has met with a suitable reward for his legal enterprise, and is the owner of the site of the old New York Hotel on Broadway, on which he is now constructing one of the most impressive buildings in New York city. He is also a director in The Yorkville Bank. Mr. Guggenheimer has been favored by nature with rugged health, a strong constitution and brains. His success is due to incessant labor, tenacity of purpose and the confidence inspired by an honest character and clear head. Various excellent clubs have elected him to membership, including the Manhattan, Lotus, Arion, Suburban, Press and Driving clubs, and the Friendly Sons of St. Patrick.

CHARLES GODFREY GUNTHER, fur merchant, oldest son of Christian G. Gunther, born on Liberty street in this city, April 7, 1822, died at his home on East 14th street, Jan. 22, 1885. He attended the Moravian Institute at Nazareth, Pa., and completed his studies at Columbia College Grammar School. On attaining manhood, he was taken into the firm of C. G. Gunther & Co., fur dealers, and for many years was occupied in the old store on Maiden Lane. Later, the business was removed to Broadway, near Prince street, and afterward to Fifth avenue, near 23d street. Mr. Gunther allied himself with the Democratic party in early life, was a member of the Young Men's Democratic General Committee, its chairman for several terms, and one of the founders of the Democratic Union club. In 1855, he received an election as one of the governors of the Alms House, running 5,000 votes ahead of his colleagues on the ticket, the Board of Governors choosing him president. In 1856, he was elected a sachem of the Tammany Society, and in 1861 he was nominated for Mayor, but was defeated by George Opdyke, the last Republican Mayor the metropolis was destined to see for thirty-three years. In 1863, however, Mr. Gunther became Mayor by a majority of more than 7,000. After the expiration of his term, he withdrew from politics, having no sympathy with those who constituted the Tweed Ring and conscious that no one could succeed in politics, who did not obey their behests. In 1878, he consented to become a candidate for Senator from the VIIth District, but was defeated. For many years a member of the old Volunteer Fire Department, he was elected later president of the Veteran Fireman's Association. Mr. Gunther saw at an early day that Coney Island possessed natural advantages as a pleasure resort and built The Brooklyn, Bath & Coney Island Railroad, and two hotels, one at Locust Grove on Gravesend Bay, which was afterward destroyed by fire. The Liederkranz and other societies claimed him as a member. His wife was Amelia B., daughter of George Arcularius, and his children were Christian G. and George A. Gunther; Lena, wife of James Miller; and Amelia B. Gunther.

ERNEST RUDOLPH GUNTHER, retired, son of the late William Henry Gunther and grandson of the late Christian G. Gunther, was born in 1862 in what was known as "Gunther Row," which consisted of six large houses and one enormous house on the northwest corner of Second avenue and 14th street. This row was built about fifty years ago in what was then the fashionable part of New York by Mr. Gunther's grandfather, who came to America in the year 1812 for political reasons and to avoid serving in the German army.

The name of the pioneer was originally von Günther and he was the son of the



Ernest Rudolph Luther

celebrated von Günther, who was Surgeon to the King of Saxony and of noble birth and a cousin of Prince Günther, one of the richest German princes. Christian von Günther brought with him to America two coats of arms and four miniatures, which have been handed down in the family.

Ernest Rudolph Gunther is a member of many of the most select clubs in New York and lives at No. 9 West 57th street.

He is a clever conversationalist and extremely popular among club men and the people who comprise what is known as the best society in New York. An invitation to one of the frequent musicales, given at his residence, is prized very highly by members of the New York smart set.



H.

WILLIAM ALEXANDER HADDEN, born in Flushing, Long Island, about 1811, died in New York city, April 2, 1880. He was a son of David Hadden, a native of Aberdeen, Scotland, 1773, and of Ann Aspinwall, his wife. Having gained a thorough knowledge of the linen trade in the store founded by his father, the subject of this memoir devoted his whole life to the importation of Irish linens, and the tranquil, capable and prosperous prosecution of their sale in this country. He was married in 1849 to Frances Sanderson, daughter of James Elnathan Smith. Of their three children, two are living, James E. Smith Hadden and Harold Farquhar Hadden.

GEORGE HAGEMEYER, merchant and manufacturer, a native of Castle in Germany, born in 1837, died in Cornwall on the Hudson, June 14, 1892. His parents were farmers and proprietors of a large grist mill.

When fifteen years of age and after the death of his parents, the subject of this memoir removed to Rotterdam, and thence crossed the ocean to the United States in 1852, by a sailing vessel, the voyage lasting forty six days. He reached New York city in December. The possessor of only a small amount of money, he was compelled to be saving from the start. A short time after his arrival in the metropolis of the new world, his older brother John gave him employment in a saw mill in Downing street, at that time considered the best mill in this city. Older brothers are sometimes inconsiderate, and John restricted the freedom of his younger brother so much, that the latter found he could do better elsewhere. Going to Yonkers, where he had been offered a position in G. Copcut & Co.'s saw mill, he devoted himself diligently to his work, and in less than a year had mastered the proper management of a saw. But, possibly a trifle homesick, he longed to be back to New York, and finally returned to his friends and his brother's mill in Downing street. Six months later, however, he again disagreed with his employer, and leaving his position, this time he had the enterprise to remove to Boston. After a short stay in Boston, and while employed in a saw mill there, he had the misfortune to meet with a serious accident, one of his legs being completely cut off by a circular saw. He was then seventeen years old. To many natures this disaster would have proved such a discouragement as to have taken away ambition, blighted all prospect of advancement in life, and resulted in a subsequent career of commonplace and routine effort. But Mr. Hagemeyer was not daunted. The calamity served rather to call forth all the resources of which he was possessed.

After remaining several months in a hospital, he returned to New York city. As he was then unfitted for laborious work in the mill or for his trade as a sawyer, he undertook the cigar manufacturing business to support himself. After making cigars by hand for two years, he was offered a position as buyer of timber by Copcut & Co., who admired his energy and saw in him the making of an enterprising and successful merchant. Accepting the offer, he sailed from New York for the Honduras coast and for two years purchased the mahogany timber required by Copcut & Co. While this experience proved of great value to him, financially and otherwise, it was suddenly ended by an attack of fever, and Mr. Hagemeyer returned to New York.

At the age of twenty-two, he had saved considerable money and was then taken



George Hagemeyer



into partnership by his brother, Melchior, who conducted a saw mill in Cannon street. He kept the books of the concern after business hours. Having long felt the need of a better education, the young man gave an excellent illustration of his practical common sense and energy by attending the night schools of the city, during his partnership.

In 1862, at the age of twenty-five, he severed his connection with the saw mill industry and, upon his own responsibility, engaged in the business of dealing in timber, beginning with a little yard about 75 feet by 100 feet in dimensions on Attorney street in New York city.

In 1864, he was married to Mary Muhlfeld and resided in Broome street for two years. In 1870, he moved his family to Williamsburg, across the East river and a year later to Green Point, both localities having since been incorporated within the city of Brooklyn.

As a merchant of mahogany, hardwood lumber and veneers, Mr. Hagemeyer made rapid progress. He had served in every branch of the lumber trade and possessed the thorough practical knowledge of every detail, which is necessary to success. His business grew steadily until the original yard had become altogether too small to hold the huge lumber piles which his trade demanded. In 1869, therefore, he bought four city lots on the East river in this city at the foot of East 11th street; and when this enlarged area finally proved insufficient, he extended the property to cover nine lots on East 11th street and nine more on East 10th street.

In 1871, he engaged in the manufacture of hardwood lumber in Peru, Ind., and opened an extensive yard there in which all the lumber purchased in Indiana was collected and stacked for distribution to different points, East, West and South. After that, he extended his operations to a number of other States, which possessed supplies of desirable hard wood timber, including Virginia, Tennessee, Pennsylvania and New York, as well as Canada. It was his practice to go directly to the woods for his stock, buying from the stump and setting up saw mills of his own, wherever necessary, to operate exclusively in his own interest. He maintained a large distributing yard in Crawfordsville, Ind., and saw mills in Camden, Frankfort, Darlington and Bedford, Ind.; Laurel Gap, Tenn.; and Croghan, N. Y. These plants are in operation to this day. The output of the mills and yards found a market in all parts of the United States, Canada, and even in Europe. Mr. Hagemeyer's activity gave employment to large numbers of skilled workmen and supplied railroad lines and deep sea shipping with vast quantities of freight.

Mr. Hagemeyer was the pioneer hardwood lumber merchant of New York city and never lost the position of leading dealer in mahogany, hard wood and veneers, after he had once gained it. In consequence of his intelligence and constant enterprise, many of the new departures in the trade originated with him. He was the first to saw quartered oak, sycamore, cherry and birch for the trade and it was he who introduced the use of these different woods, now so extensively employed in buildings and furniture. In every branch of his business, he was always the pioneer, attempting many things, succeeding in all, and following up with energy every profitable development of his industry. Owing to his prominence in the trade, The New York Lumbermen's Association elected him as its president; and his record as a member of that body is remarkable in one respect, if no other, in consequence of the fact that he never made a motion which was not carried unanimously.

In his married life, he was very happy. Two sons and five daughters were born to him: George and Casper, who now carry on the lumber industry which he established, having been admitted to partnership in 1887 and 1891 respectively; and Elizabeth, Martha, Mamie, Emma and Eva. Every one with whom Mr. Hagemeyer came in contact liked and respected him. His liberality toward individuals who were unfortunate and toward the public charities was marked, and his sound judgment, clear mind and store of varied knowledge rendered his opinions always of value. Success came to him through a progressive spirit, untiring perseverance and concentration of his powers upon his chosen occupation.

JAMES BEN ALI HAGGIN, lawyer, a native of Mercer county, Ky., began life in the practice of law in Natchez, Miss., and followed his profession in New Orleans, and after 1850, in San Francisco and Sacramento. Having become largely interested in lands and mines, Mr. Haggin finally abandoned his profession. Among the properties which he controls are mines in Utah, the Anaconda copper mines at Butte City, Mont., and others in the United States and Mexico. His Rancho del Pasco in California is one of the largest and most successful breeding establishments in the world. He is largely interested with Lloyd Tevis in what is known as The Kern County Land Co., owning about 400,000 acres in California, which property is now being divided into farms and sold to settlers at from \$50 to \$100 per acre. He is also a stockholder in The Bellingham Bay Improvement Co. At one time, Mr. Haggin maintained a large racing stable, but owing to the death of his son and daughter, his interest in the turf abated and he abandoned racing entirely. He is now a resident of New York city and a member of the Union and Manhattan clubs.

DAVID HENRY HAIGHT, merchant, who died in this city, April 29, 1876, at the age of seventy-one, came from a local family of merchants. His father, David L. Haight, was first a merchant of saddlery, then of dry goods, and finally, in D. L. & J. E. Haight, of hat and shoe trimmings. The junior David began as a clerk for his father, on Maiden Lane, and became a partner in D. L. & J. E. Haight in 1827. In 1835, the house moved to No. 170 Water street, re-organized as R. & H. Haight, and carried on an enormous business. He retired in 1848, the house then taking the name of Haight, Halsey & Co. Thereafter he devoted himself to real estate. The St. Nicholas Hotel on Broadway and several other buildings were erected by him. Henry Jansen and Edward Clarence Haight, his sons, survived him.

EDWARD HAIGHT, merchant, a native of New York city, born on Park Place about 1817, died in Westchester, N. Y., Sept. 15, 1885. He sprang from a race of New York merchants, founded by old Nicholas Haight, the farmer, who exemplified by their genuine interest in everything which went on in town in their day and generation, their activity, good character and success, the old time merchants of the city. After a sufficient education, Mr. Haight entered the firm of Cromwell, Haight & Co., importers of cloth and tailor's trimmings on Maiden Lane, in 1838. He retired in 1854 to a farm in Westchester, but was afterward a partner in Richards, Haight & Co., cloth importers. An organizer and president of The Bank of the Commonwealth 1856-70, a War Democrat and a member of Congress, 1861-63, he suggested the use of fractional currency, and was also a director of The Manhattan Life Insurance Co., and The National Bank of New York. Mr. Haight married a daughter of Dr. William Burgoyne, formerly of Charleston, S. C., and had six children.

JOHN HUDSON HALL, a native of New York city, born Oct. 15, 1828, died in Thomasville, Ga., March 3, 1891. He was a son of John V. Hall, whose ancestor came to this country from England in 1700. First, clerk in a bank and then in the store of Elliott, Burnap & Babcock, manufacturers of paper, he became a partner in 1850 in Babcock, Dubisson & Hall, and in 1854, in Campbell, Hall & Co., who on Nassau street, rose to great prominence. Mr. Hall became senior partner in 1860. Having acquired considerable wealth, he retired in 1881. Mr. Hall was one of those who, July 25, 1866, organized The West Side & Yonkers Patent Railway, which built half a mile of elevated railroad on Greenwich street, operated with stationary power and an endless cable. From that time forward, he gave great attention to elevated railroads, was a director of The New York Elevated Railroad Co., which built the first successful line, and shared in the management of The Manhattan Railroad until his death. At one time largely interested in The Oregon & Transcontinental and The Union Pacific, Mr. Hall also made investments in some of the largest railroad systems in the South. He was vice-president of The Georgia Central Railroad & Banking Co., and The Richmond Terminal corporation, and director of The East Tennessee Virginia & Georgia and The Richmond & Danville Railroads. In politics a Republican, he never took an active part in public affairs, but was a member of the Union League club. He was more of the typical American merchant and gentleman than politician. Thoughtful, shrewd, and unassuming, his influence was powerful in corporations. By his marriage in 1872, to Cornelia, daughter of Augustus H. Ward, he was the father of four children, John Hudson, Charles Ward, Cornelia Catherine and Martha Jane Hall.

WILLIAM HENRY HALL, merchant, born in Hackensack, N. J., July 21, 1826, died in Budapest, Hungary, June 30, 1894. He was a son of Henry J. S. Hall, of Coventry, England, a watchmaker, who came to America in his youth. William served an apprenticeship as clerk for Bush & Hillyer, and then found employment with Olcott, McKesson & Co., a leading drug firm. In a short time, he felt competent to manage a store, and, aided by a loan from his father, bought the retail drug store of Dr. Gunn on Bleecker street, in the then fashionable quarter of the city. In 1851, with John Ruckel, he engaged in a wholesale and importing trade in drugs, in the firm of Hall & Ruckel, down town, and reaped great profit from the ownership of certain popular proprietary articles and valuable trade marks. For about thirty years previous to his death, though the old style was retained, Mr. Hall had been sole proprietor. He was president of The L. W. Warner Co., director of The Fellows Medical Manufacturing Co., of New York and London, The Washington Trust Co., and The Terminal Warehouse Co.; and the owner of choice real estate. Modest and retiring, calm, sound and sympathetic, he was a sterling man and held in affectionate esteem. Mr. Hall was married in 1850, to Martha M., daughter of Curtis Hitchcock, and had several children.

ADOLPH HALLGARTEN, merchant, born in Mayence, Germany, Nov. 6, 1835, died in Wiesbaden, Feb. 13, 1885. Lazarus Hallgarten, his father, founded the house of Hallgarten & Herzbel, now Hallgarten & Co. Educated at the higher public schools, the subject of this memoir came to New York in 1850 and began life in the Eagle drug store on Broadway, near Grand street. Next year, he entered a wholesale drug house, and several years afterward the employment of D. T. Lanman & Co., wholesale druggists. For D. T. Lanman & Co., he undertook many long trips to the West Indies, Mexico and South America, which yielded such good returns that he was taken into

partnership in Lanman & Kemp, and his persevering endeavors finally brought him a fortune. In later life he devoted himself to charitable institutions, especially to the Hebrew Institute for deaf mutes and the Mount Sinai Hospital, serving the latter for many years as president. A wife, son and two daughters survived him.

JULIUS HALLGARTEN, stock broker, born in Europe about 1842, died in Dabos, Switzerland, Jan. 7, 1884. In 1851, he came to New York city with his family and learned brokerage and banking in the house of Hallgarten & Co. He joined the old Open Board of Brokers and in 1869, the Stock Exchange. The high character, ample capital and able business methods of the firm commanded success and, when Mr. Hallgarten died, he left a fortune of several millions to Matilda, his wife, and his son Albert. Mr. Hallgarten served for several years as president of The Philharmonic Society and displayed especial interest in musical and art matters. His gifts to the Academy of Design and for the encouragement of artists were large, and at his death, he willed \$192,000 to philanthropic objects.

JOHN HALSEY, hatter, born July 19, 1801, died Sept. 22, 1877, in Brooklyn. His mother was a member of the Crafts family of Boston, and his father traced his genealogy back in England to the Norman conquest. The ancient residence of the family was at Gladdesford Park, Hertfordshire. Mr. Halsey's childhood was spent in Boston. The family came to New York about 1811, and young Halsey a few years later entered the store of D. L. & J. E. Haight, merchants of hats and hat furnishing goods. He was rapidly advanced and finally became a partner, the firm then adopting the style of Haight, Halsey & Co. About 1835, Mr. Halsey and his two brothers bought estates in Brooklyn on Clinton avenue near Myrtle. This was then almost a country region and Mr. Halsey's house stood far back from the street. The three brothers married three sisters, the Misses Curtis. None of them had any children, and they adopted three boys and a girl, all of one family. Mrs. John Halsey died in 1875. Mr. Halsey was noted for his liberal spirit and aided many young merchants to gain their start. He was a Christian gentleman and unswervingly devoted to principle. He never held political office but was honored with high positions in benevolent institutions and at the time of his death, was vice president of The Dime Savings Bank of Brooklyn. He had been a director in The Mechanics' and other banks.

JAMES HOOKER HAMERSLEY, lawyer, is the present head of one of the notable families of the Island of Manhattan, whose history is worth recounting. His ancestor William Hamersley, merchant, born in England in 1687, died in New York city, August 3, 1752. He derived his descent from Hugo le K̄nige, who came to England from Provence, France, about 1366, and acquired a large estate in England, known as Hamersley, whence the family took their name. Sir Hugh Hamersley, of this line, a notable merchant of London in the trade with East Indies, America and Europe, rose to be Mayor of London in 1627. William Hamersley, his great grandson, served as an officer in the British navy, his letter of appointment, dated March 10, 1700, signed by G. Rooke, D. Mitchell, and George Churchill, all noted men, being now in the possession of James Hooker Hamersley, together with the original letters of commendation, signed by the commanders of the vessels in which he sailed, advising his preferment. About 1716, he came to New York city, married Miss Van Brugh, of an old Dutch family, and planted here the family of his name. He was prominent as a merchant and a vestryman of Trinity church. His tombstone is in Trinity church yard.

His son, Andrew Hamersley, for whom Hamersley street, now West Houston, was named, born in this city in 1725, died May 24, 1819. As an importer of foreign goods, he gained considerable wealth, which, however, the American Revolution greatly impaired, owing in part to his having accepted a British commission. His fortune was restored by a large inheritance from Louis Carré, a merchant in the West Indies. He married Margaret Stelle, a granddaughter of Thomas Gordon, one of the twenty-seven original proprietors of New Jersey and Chief Justice of that State. In their home on Hanover Square, near Wall street the family became noted for refinement and hospitality. Mr. Hamersley invested his means mainly in New York city real estate. He had three sons, William, Thomas, and Lewis C., and two daughters, Elizabeth and Lucretia. Lewis Carré Hamersley, third son of Andrew, survived all his brothers and sisters, and died Nov. 4, 1853, eighty-six years of age. His wife was Elizabeth Finney, of Virginia, a woman of noble character and presence. They lived in Pearl street many years, and later in Murray street, until the death of Mr. Hamersley; but, when stores had finally grown up all around, the widow moved on to Bond street, then a fashionable street, and later to No. 257 Fifth Avenue, where she died March 30, 1870, at the age of eighty-eight. They had one daughter who never married, and two sons, Andrew Gordon and John William Hamersley.

Andrew Gordon Hamersley, born in this city about the year 1806, died here Jan. 24, 1883. A lawyer by education, he never practiced, owing to inheritance of a large share of his father's estate. He was a cultivated man, of extended knowledge and delightful manners, and might have followed a public career, had he chosen. While Mr. Rives was American Minister to Paris, he served as attaché of the legation with credit. Being much in Paris, he saw many stormy scenes in the politics of France, including the Revolution. His marriage with Sarah, daughter of John Mason, brought him one son, Louis C. Hamersley. Mr. Hamersley was a large stockholder and director of The Chemical Manufacturing Co., which gave rise to The Chemical Bank, and received from his wife a considerable addition to an already large fortune.

Louis Carré Hamersley, lawyer, only son of the last named, died in the city of New York, May 3, 1883. He was educated at Christ Church College, Oxford, England, and afterward at the Law School of the University of the City of New York. His legal training formed merely a part of his equipment for the management of a property of about five millions, mainly in real estate, left to him by his father and mother. He never practiced. His wife, Lilly W., daughter of Commodore Price of the United States Navy and one of the belles of Troy, N. Y., her native city, speedily became a social leader in the metropolis. Mr. Hamersley joined the famous 7th Regiment as a private, afterward becoming captain in the 9th N. G., S. N. Y. Having no children, brothers or sisters, he provided that his wife should enjoy the entire income of his estate until her death, when the entire property, real and personal, should descend to the male heirs of James Hooker Hamersley, his cousin, and in case of lack of such heirs to charitable institutions. In 1888, Mrs. Hamersley became the Duchess of Marlborough by marriage in this city, and established her residence in England, where she spent large sums of money in restoring the ancient magnificence of Blenheim castle. The Duke of Marlborough died Nov. 9, 1892, and the Duchess has since married Lord Beresford.

Col. John William Hamersley, lawyer, born on Hanover Square in this city, May 24, 1808, died June 7, 1889, at his home on Fifth Avenue. He graduated from Columbia College in 1826, practiced law successfully for a number of years, and then retired to devote himself to travel and literary pursuits. In the early part of his life, he was presented at the Court of Saint James and travelled extensively through Europe and Asia at a time when few Americans had crossed the Atlantic. He was a man of noble presence and fine character, rugged in physique, capable of great labor, and noted for his religious conviction. Throughout life a devoted Christian, he gave amply from his means to aid the causes he held at heart. He always declined to hold public office, preferring calm retirement and study, "otium cum dignitate," rather than the stormy arena of politics. He collected a fine library, especially rich in rare books, wrote several works, and translated "A Chemical Change in the Eucharist," written by Jacques Abbadie, the Frenchman. Mr. Hamersley was a founder of the Union club and a member of the Century and St. Nicholas clubs. He joined his father in the management of the family real estate, and by his excellent judgment, common sense, energy, ability and foresight, greatly increased the property. His Friday night receptions were famous for the number of eminent writers and artists who attended them, and his charities liberal and unostentatious. While a young man, he accepted an election as Colonel of a militia regiment in this city. He came prominently before the public at one time, in consequence of a strong effort, which he made in favor of the Mexican Republic against France. In company with James William Beekman, he gave a famous banquet in New York to a large number of distinguished men, at which earnest speeches were made in favor of Mexico. The strong expression of sympathy by many of the best minds of the country influenced Congress to recognize the Mexican Republic. European nations followed, and this resulted in the defeat of Napoleon and Maximilian and the establishment of the Mexican Republic. In return for this invaluable assistance to Mexico, in her darkest hour, Mr. Hamersley obtained a promise from Mr. Romero, the Mexican Minister at Washington, that Maximilian's life should be spared, but popular clamor among the Mexicans was so strong that this was impossible. Captain Mayne Reid, the distinguished British author, was an intimate friend of Mr. Hamersley and made him the hero of his novel "The Lone Rancho." Mr. Hamersley was for many years a member of Grace Church, and after his death his children presented to that church a massive brass lectern in his memory. One of his chief favorites among the charitable institutions was The Children's Aid Society. James Hooker Hamersley has built for this charity, in memory of his father, a library and reading room at the summer home, Bath Beach, L. I. Mr. Hamersley married Catherine Livingston Hooker, daughter of Judge James Hooker of Poughkeepsie and a lady of rare abilities and sterling worth. Their four children are one son, James Hooker Hamersley, and three daughters, Virginia Hamersley, wife of Cortlandt de Peyster Field; Catherine Livingston Hamersley, who married John Henry Livingston, a great grandson of Chancellor Livingston; and Helen Reade Hamersley, who married Charles D. Stickney, jr.

James Hooker Hamersley, son of Col. John W. Hamersley, born in New York city, Jan. 26, 1844, is the descendant of several conspicuous families. He is in the fifth generation from Judge Thomas Gordon, one of the Council for the province of East Jersey; Deputy Secretary, 1692; Judge of Probate, 1698; Attorney General of East



Jas. Hooker Hammsley.

Jersey, 1692; representative of Amboy in the Provincial Assembly, 1702-9; and Receiver General and Treasurer of the province, 1710-19.

He is also in the fourth generation from Joseph Reade, one of the Provincial Council of New York, 1764, from whom Reade street in this city derives its name.

There runs in his veins the blood of the Livingstons, also, Mr. Hamersley being in the sixth generation from Robert Livingston, member and Speaker of the Provincial Assembly, 1718-25, and founder of Livingston Manor on the Hudson River.

From Filyp Pieterse Van Schuyler, captain of the New York provincial forces in 1667, he is in the seventh generation of descent.

He is eighth in descent from Brant Arentse Van Schlichtenhorst, Governor of the colony of Rensselaerwick, 1648, and commandant of the fort and garrison of Rensselaerstein, whose most conspicuous military operations were in leading his forces against Gov. Stuyvesant, of New Amsterdam, in which he was in the main successful.

He is also sixth in descent from Henry Beekman, who obtained from Queen Anne, by letters patent, June 25, 1703, a large tract of land in Dutchess county, a portion of which Mr. Hamersley now owns, this property having never been out of the possession of the family since the days of Queen Anne.

Mr. Hamersley began his studies as a boy in Paris, fitted himself for a higher range of education at Poughkeepsie College Institute, and graduated from Columbia College in 1865 with high honors. He obtained an oration at the commencement exercises in the Academy of Music. Graduating from Columbia Law School in 1867, he learned the practice of law in the office of James W. Gerard, then leader of the New York bar. His alma mater bestowed upon him the degree of A.B. and A.M.

During the next ten years, Mr. Hamersley was successfully occupied with the law and had charge of a series of precedent cases, connected with the opening of Church street and involving a principle of great importance to lawyers and property owners. These cases were carried from court to court, and, although the lower tribunal utterly opposed Mr. Hamersley's views, the young lawyer persisted until he had obtained from the Court of Appeals an unanimous decision in his favor. Many kindred cases followed at once in the wake of that decision. The incident illustrates the tenacity, energy and intelligence which Mr. Hamersley has always brought into play for the attainment of his purposes. He finally withdrew from the law to manage his own and the family property. A conservative man, of excellent judgment and character, and heartily interested in affairs, he at one time contemplated a public career, and was sent to the State convention by the Independent Republicans in 1877 as a delegate. Later, he was nominated for the State Assembly from the XIth District, but withdrew in favor of his friend, William Waldorf Astor, whom he labored successfully to elect. For many years, he served as a director of The Knickerbocker Fire Insurance Co., one of the oldest in America.

April 30, 1888, he married Margaret Willing Chisolm of New York, daughter of William Eddings Chisolm and descendant of a distinguished family of South Carolina. Her mother was a daughter of John Rogers, a large owner of real estate and an honored citizen of New York city. The Church of the Holy Communion at the corner of Fourth avenue and 20th street is a memorial to the memory of Mr. Rogers, built by his widow, who gave both the land and the Church. Mrs. Hamersley is also a great-niece of the Rev. William Augustus Muhlenberg, the founder of Saint Luke's Hospital.

Mrs. Hamersley has charming manners, sweet disposition and great executive ability. Her kind heart and gracious ways make friends for her wherever she goes. She is much interested in charitable institutions. They have had three children, Margaret Rogers, who died in infancy; Catharine Livingston, born May 8, 1891; and Louis Gordon Hamersley, born July 20, 1892.

James Hooker Hamersley has made about a dozen voyages to Europe, and has travelled from the Mediterranean to the Arctic ocean. At the age of twelve, he had seen several crowned heads and nearly a score of European capitals, climbed Mount Vesuvius on foot and been presented to Pope Pius IX. He is a member of the St. Nicholas Society, The Society of Colonial Wars, the University, Metropolitan, City and Badminton clubs, The New York Historical Society, The New York Law Institute and The American Geographical Society, and president of the Knickerbocker Bowling club. He is a lover of history and the classics, and spends his leisure hours in reading favorite authors in the original. Time is found for writing upon the live topics of the day, religion, politics, etc., and he thus influences the age in which he lives. Many poems from his pen have appeared in books, periodicals and newspapers, but have never yet been collected in one volume. Among the best known are "The Countersign," "Yellow Roses," "Fog Curtain," "The Midnight Sun," "Ronkonkoma," "Masconomo" and "Voice of the Breakers." A staunch Republican, he believes that every American should labor for the welfare of his country, and he takes an active interest in philanthropic work, being a trustee of The Society for Improving the Condition of the Poor, member of the executive committee of The Young Men's Christian Association (23d street branch), manager of the Babies' Hospital, an honorary manager of The Protestant Episcopal Society for Seamen and interested in many other kindred charities.

COL. ALEXANDER HAMILTON, lawyer, son of Alexander Hamilton, the statesman, born in New York city, May 16, 1786, died at No. 83, Clinton Place, Aug. 2, 1875. He was educated as a lawyer, followed his profession, and after a year in Spain in 1812, served in the War of 1812 as captain of the 41st Infantry. He then resumed the practice of law. In 1817, he married Eliza P., daughter of William Knox, a leading merchant in this city. In 1823, President Monroe appointed him Land Commissioner for Eastern Florida. Both before and after this, he served as United States District Attorney in Florida, and while there received the rank of Colonel. He subsequently made his residence in New York, where he entered into real estate transactions, in which he was successful, and also became one of the leading men in Wall street. In 1835, in company with his wife, he drove in a coach and four over 4,000 miles through the West. Colonel Hamilton was an intimate friend of Henry Clay, and had many other political acquaintances, but never held elective office, excepting that of Member of Assembly for one term. A political contest, however, always awakened his enthusiasm. He left no children.

COL. JOHN CHURCH HAMILTON, lawyer, born in Philadelphia, Aug. 22, 1792, while his father was Secretary of the Treasury, died in Long Branch, N. J., July 25, 1882. He was one of the six sons of Alexander Hamilton, soldier and statesman. His mother was a daughter of Gen. Philip Schuyler. While the death of Alexander Hamilton, in consequence of the historic duel with Aaron Burr, left the family in straitened circumstances, the subject of this memoir was, nevertheless, able to graduate in 1809 from Columbia College. He was admitted to the bar, and engaged

in the practice of his profession. During the War of 1812, he served as an aid on the staff of General Harrison, with the title of Colonel. Originally a Whig, he joined the Republican party before the Civil War, and admired and supported General Grant, and at one time he ran for Congress. Marriage placed ample means at his command, and Colonel Hamilton then gave himself up to study and literary pursuits. In 1834-40, he published the "Memoirs of Alexander Hamilton," in which he brought the life of his father down to the tragedy which ended it, but, with a delicacy of sentiment characteristic of him, made no mention of that event. His "Works of Alexander Hamilton," in two volumes, appeared in 1851. In 1850-58, he published a "History of the Republic, as traced in the Writings of Alexander Hamilton," in seven volumes. He was married Dec. 20, 1814, to Miss Maria Eliza Van den Heuvel, daughter of Baron John Cornelius Van den Heuvel, once Governor of Dulde, Guiana, and a leading merchant of his day, who lived at the corner of Barclay street and Broadway and owned a handsome estate at Bloomingdale. Mrs. Hamilton died in 1872. Nine children survived their father: Alexander Hamilton, of Tarrytown; Gen. Schuyler Hamilton, of Jamaica, N. Y.; Judge Charles A. Hamilton, of the Supreme Court of Wisconsin; William Gaston Hamilton, civil engineer and vice president of The Mexican Telegraph Co.; Elizabeth, who first married Major General Henry W. Halleck, and after his death Major General George W. Cullum; Mary E. wife of Judge Charles A. Peabody; and Charlotte A., Adelaide and Alice W. Hamilton.

ANSON WALES HARD, sr., coffee importer, born in Arlington, Vt., Oct. 16, 1841, is a son of the Rev Anson B. Hard, a Protestant Episcopal clergyman. Educated in the academy of his church in Philadelphia, Mr. Hard began life, when sixteen years old, as a clerk in his uncle's office in Baltimore. In 1862, he came to New York as the confidential and head clerk of Wright, Maxwell & Co., coffee merchants, and, in 1870, became a partner in Wright & Co., coffee merchants. Their trade was largely with Rio de Janeiro, and Mr. Hard spent several years in Brazil, actively promoting their interests. He returned to the North in 1874, and in 1875, formed the present house of Hard & Rand, coffee importers, now recognized a leading concern in the business, having branch houses in Santos, Rio de Janeiro, London and Batavia. In 1870, Mr. Hard married Miss Sarah E., daughter of James M. Brown, the banker. Nine children have resulted from this union, seven of whom are now living, James M. B., Sarah A., Julia P., Laura W., Nellie W., Anson W., and De Courcey L. Hard. Mr. Hard is widely known as an honest, able and prudent man. He is a member of the Century, Metropolitan, Riding, Rockaway Hunting, Down Town and Church clubs, and a director of The Atlantic Mutual Insurance Co., The Bank of New York, The Seamen's Bank for Savings, St. Luke's Hospital, The Home for Incurables, The Society of St. Johnland, and The American Museum of Natural History and trustee of The Norwich Fire Insurance Society of England.

LOUIS STANISLAS HARGOUS, banker, born in Philadelphia, Pa., Jan. 17, 1809, died in New York city, Dec. 24, 1886. His father, Jean I. Hargous, a captain in the Royal Navy of France and a staunch Royalist, came to this country on the Jason under the orders of Count de Grasse, resigned, and married Mlle. Marie de Brisson. Louis graduated from Princeton College, of which his cousin was a member of the faculty. At an early age, he was sent to Mexico, where he entered the banking house of La Serna in Vera Cruz and the City of Mexico, afterward known as Hargous & La Serna.

For seventeen years, he represented the United States as Consul at these cities, and during the Mexican War served as Colonel on the staff of General Worth. After the war, he resumed banking in Mexico, and continued until 1868, when he retired with a fortune. Until 1875, he lived in Richmond, Va., and then settled in New York city. Mr. Hargous was a man of great financial ability and prominently identified with many of the most important financial transactions in Mexico. He spoke six languages fluently. By his marriage to Suzanne Jeannette, daughter of William Gallagher, in 1850, he had eight children, Robert L. Hargous; Nina, wife of William Appleton of Boston; Anita, wife of George B. Deforest of New York; Sallie J., wife of Duncan Elliot of New York, and Louis J. Hargous, who died June 1, 1883. Three died in infancy.

CHARLES WILLIAM HARKNESS, lawyer, son of the late Stephen V. Harkness of Cleveland, was born Dec. 17, 1860, in Monroeville, O., and received his education in Yale University, class of 1883, and Columbia Law School, class of 1888. At the age of twenty-four, he entered business life as a clerk and was occupied with the real estate interests of his father. At the death of his father, he was made administrator of the estate, and has been engaged since then in its management. He succeeded his father as director in many business corporations, including The Euclid Avenue National Bank, The Cleveland Arcade Co., The United Salt Co., The Ohio River Railroad, and The Monongahela River Railroad; also in The Iron Belt Mining Co., and The Ashland Mining Co. of the Gogebic range in the Lake Superior region and The Spanish American Mining Co. of Cuba. In 1890, he moved to New York city and is a member of the University and New York Yacht clubs

JOSEPH HENRY HARPER, publisher, grandson of Fletcher Harper, one of the founders of Harper & Bro's, was born in New York city, June 23, 1850. He was educated in a school in Germany and Fay's School in Newport, R. I. Entering the publishing house of Harper & Bro's, he began at the case and learned the trade of a compositor and then successively the practical work of each department in the business. He became a partner in Harper & Bro's in 1877, and was placed in charge of the literary and periodical department. Liberal in taste, socially accomplished, he is prominent in the literary and art life of the city, and a member of the Union League, Grolier, Players, Century, Racquet, Riding and Rockaway Hunting clubs. By his marriage with Mary, daughter of Col. Richard M. Hoe, in 1873, he has six children, Fletcher, Mary Hoe, Richard M. H., Urling, Joseph Henry, and John Harper.

EDWARD HARRIMAN, stock broker, who died in this city March 24, 1887, belonged to one of the oldest and best New York families, and was the inheritor of considerable wealth, which he largely increased by his own exertions. He made his fortune in early life, in partnership with Leonard W. Jerome, under the name of Harriman & Jerome, in brokerage and stock operations. About 1867, the partnership was dissolved and Mr. Harriman retired from active business. He enjoyed thereafter a tranquil and retired life, dividing his time between a country home in Hempstead and this city. He was a member of the Union club.

COL. WILLIAM HAMILTON HARRIS, born in Albany, N. Y., June 6, 1838, is a son of the Hon. Ira Harris, formerly United States Senator from New York. Educated in the Military Academy at West Point and the University of Rochester, he retired from the United States army after thirteen years service, 1857-70, during which, while captain of ordnance, he was brevetted Lieutenant Colonel for "gallant and meritorious service" in

the Wilderness campaign. Engaging in the manufacture of iron, in 1870, in Decatur, Ill., and Rosedale, Kan., he filled with credit, later, the positions of treasurer of The St. Louis, Keokuk & Northwestern Railway and president of The Bucyrus Steam Shovel & Dredge Co., of South Milwaukee, Wis. In 1864, he was married to Miss Emma Hazen, daughter of the late Stillman Witt, of Cleveland, one of the prominent men of that city. They have had two children, Edith, wife of Albert Symington, and Emma Witt Harris, both now living in New York city. In 1890, Col. Harris changed his residence to New York, and is engaged in various manufacturing and commercial pursuits.

FREDERICK CHRISTIAN HAVEMEYER, sugar refiner, born in New York city, Feb. 5, 1807, died at Throgg's Neck, N. Y., July 28, 1891. He was a son of Frederick C. Havemeyer, junior partner in the old firm of W. & F. C. Havemeyer, sugar refiners. Frederick left Columbia College in 1823, at the end of his sophomore year, and entered the Havemeyer sugar refinery in Vandam street, as an apprentice. The factory was then producing 1,000,000 pounds of sugar a year, employing less than a dozen men. The young man speedily became a favorite with his uncle William, and under him acquired a thorough knowledge of the industry. He worked in every department of the factory, from that of supplying the furnace with fuel to the final stages of refining and packing, and later became profoundly versed in the science of this industry. The little old sugar house, only 25 by 40 feet in ground plan, was also a store for the sale of sugar. Ladies in their carriages often came there to purchase their family supply of from one to twenty loaves of sugar or one to twenty gallons of molasses. In 1828, Mr. Havemeyer formed a partnership with his cousin, William F. Havemeyer, in after years twice Mayor of New York, under the name of W. F. & F. C. Havemeyer, jr. They continued refining until 1842, when both partners retired in favor of their brothers, Albert and Diedrick. The death of his father entailed upon Mr. Havemeyer the management of a large property, and he was busily occupied therewith for twelve years, his only relaxation being one tour of Europe and the Southern States. In 1855, he returned to sugar refining, organized the firm of Havemeyer, Townsend & Co., and built in Williamsburg the first of the collection of immense buildings, afterward known all over the world as the refineries of Havemeyer & Elder. In 1861, the partnership comprised Frederick C. Havemeyer, his son George, and Dwight Townsend. George Havemeyer died before the end of the year, and Mr. Townsend soon retired. Thereupon, Mr. Havemeyer admitted as partners his son Theodore A. Havemeyer, and his son-in-law, J. Lawrence Elder, the firm name being then changed to Havemeyers & Elder. Two other sons, Thomas J. and Henry O. Havemeyer, and Charles H. Senff, a nephew, were also admitted in time. The manufacturing plant of the firm now covers five city blocks, and has a great water frontage upon the East River. It is the largest sugar refinery in the world. Mr. Havemeyer was married March 31, 1831, to Sarah Osborne, daughter of Christopher and May Townsend. Ten children were born to them, including Charles, Theodore A., George W., Henry O., Thomas J. and Frederick C. Havemeyer; Mary O., wife of J. Lawrence Elder; Kate B., wife of Louis J. Belloni; Sarah Louise, wife of Frederick W. Jackson, and Warren H. Havemeyer.—His son, **THEODORE AUGUSTUS HAVEMEYER**, refiner, was born in New York city, May 17, 1839. He entered the sugar refining business of his father in 1857, and was admitted to partnership in 1861. After a successful career as an independent refiner, he joined The American Sugar Refining Co., and is now an active director.

In 1889, he became a member of the firm of E. C. Potter & Co., bankers. Mr. Havemeyer has taken an active part in real estate operations and owns many important properties. The great Havemeyer building on Cortlandt street was constructed by him. In 1863, he was married to Miss Emilie de Loosey, daughter of Sir Charles F. de Loosey, and that union has brought him the following children: Charles F., Nathalie, Emilie, Blanche, Marie, Theodore, Henry, Dora, and Frederick Havemeyer. Mr. Havemeyer is a man of prominence in social life, owning a residence on Madison avenue and a palatial "cottage" in Newport, and holding membership in the Union League, Tuxedo, Coaching, Metropolitan, Meadow Brook Hunting and New York Yacht clubs. He is Consul General of Austria-Hungary, in this city.

HENRY OSBORNE HAVEMEYER, sugar refiner, a son of Frederick C. Havemeyer, was born in New York city, Oct. 18, 1847. He received an excellent education in public and private schools and in 1869 was admitted to partnership in Havemeyers & Elder. In a few years, he found himself practically the manager. Enormous as was the business of the firm, Mr. Havemeyer foresaw possibilities much greater in a union of the sugar refining firms in different parts of the country, then in rivalry. Mainly through his efforts, the great American Sugar Refining Co. was organized Jan. 12, 1891. In that corporation were merged The Havemeyer & Elder Sugar Refining Co., The De Castro & Donner Sugar Refining Co., The Havemeyer Sugar Refining Co., The Brooklyn Sugar Refining Co., The Moller & Sierck Co., The Dick & Meyer Co., The F. O. Matthiessen & Wiechers Sugar Ref'g Co., The North River Sugar Refining Co., and several others in Boston, New Orleans, St. Louis, and San Francisco. Purchase has since been made by this new company of the refineries of Claus Spreckels and Harrison, Frazier & Co., in Philadelphia. The capital stock is now \$75,000,000, making this one of the greatest corporations in the country. Mr. Havemeyer has revealed abilities of a high order and manages the affairs of his concern with fidelity and success. Aug. 22, 1883, he was married to Louisine Waldron, daughter of George W. Elder, of The Havemeyer & Elder Sugar Refining Co. They have had three children Adaline, Horace and Electra. Mr. Havemeyer owns a house on East 66th street, corner of Fifth avenue, but since 1883 has been legally a resident of Greenwich, Conn., where he has erected and presented to the town, at a cost of \$250,000, a magnificent public school house. He is a member of the Grolier and Riding clubs.

WILLIAM FREDERICK HAVEMEYER, sugar refiner, and three times Mayor of New York, was born in this city, Feb. 12, 1804.

The name of Hoevemeyer, in which form it appears in the early records of the city of Bueckeburg, Germany, is traced back to Hermann Hoevemeyer, in the year 1600. His descendant in the sixth generation, William Havemeyer, a native of Bueckeburg, who was left an orphan in childhood, went to London, England, at the age of fifteen, where he learned the art of sugar refining. He was a capable young man and became superintendent of a sugar refinery upon attaining his majority. In 1799, he came to New York city to take charge of the sugar house in Pine street, belonging to Edmund Seaman & Co. He dwelt next to the sugar house for several years. In 1807, he built a sugar house of his own in Vandam street, and was successfully engaged in sugar refining, with his brother, Frederick C. Havemeyer, until his death.

William Frederick Havemeyer, eldest son of William, graduated from Columbia College in 1823, having shown himself a proficient student, especially in mathematics.

His preference for a business career led him to enter his father's office as a clerk, and there he made a patient study both of the art of sugar refining and the management of the mercantile department. In March, 1828, he formed a partnership with his cousin, Frederick Christian Havemeyer, as W. F. & F. C. Havemeyer, and engaged in this business on his own account, and was occupied successfully for fourteen years. In his financial relations, he exhibited sterling honesty and a high sense of honor. His methods were so prudent, that in the widespread failure and distrust of 1837 no doubt was ever entertained of the strength of his firm. He gained the entire esteem of his fellow merchants by uncompromising integrity, just and honorable dealing, and the care and sagacity displayed in every detail of his business.

Judicious investments, his high character, and his reputation as a man of sound judgment, resulted in his election, in 1851, to the presidency of The Bank of North America, whose affairs he directed skillfully through the crisis of 1857. In 1857, he was elected president of The New York Savings Bank, resigning, after an able administration, from both banks in 1861. He owned a large interest in The Pennsylvania Coal Co., and The Long Island Railroad, of both of which he was vice president. He was also trustee or director in various fiscal institutions, in which his opinions were always greatly valued.

After his retirement from the sugar business, public affairs attracted much of his attention. He was a pronounced Democrat and always held it to be a reproach, that influential citizens should take so little interest in their own government. His admiration and support of General Jackson brought him into friendly relations with Martin Van Buren, with whom he corresponded concerning his political course as President.

In 1844, he was elected one of the three delegates from the Eighth Ward to the Democratic General Committee of the city. He was nominated for Presidential elector at the Syracuse convention of his party, Sept. 4, 1844, and cast his vote in the Electoral College for James K. Polk as President and George M. Dallas as Vice President of the United States.

April 8, 1845, he was elected by the Democratic party, Mayor of New York, and was inaugurated, May 13, 1845. He held office one year, and then declined a renomination, which had been urged upon him by the leaders of opinion in both political parties. In May, 1847, he was one of the fourteen delegates from New York city to the Democratic State judicial convention at Syracuse and was unanimously elected its president.

In 1847, Mr. Havemeyer made a vigorous effort to remedy the abuses which were then being practiced upon immigrants; and as a result, a law was passed May 5, 1847, creating the Board of Emigration Commissioners, of which he became the first president, June 15, 1847. He was succeeded by Gulian C. Ver Planck. Many of the wrongs to which immigrants had been subjected were corrected under his energetic management. His German origin and his intimate acquaintance with the wants and manners of the large German element in the immigration to this country, added to his other personal qualifications, made his selection for this position a fortunate one. After holding the office for one year and accomplishing the purpose upon which he was bent, he retired from the Board.

April 11, 1848, Mr. Havemeyer was again elected Mayor of New York, being inaugurated May 9th. His administration during this term was again generally satisfactory to the people of the city without regard to party. He was notable for the

scrupulous care which he gave to all details of administration, his rigid scrutiny of expenditures, and his earnest effort to secure the same honest and economical management of corporation affairs, which is enforced in private business. At the expiration of one year, he retired from office, although again urged by leading men and journals to accept another term of service.

The police force of New York had its foundation during Mr. Havemeyer's service as Mayor. Night watchmen before that time had been the only guardians of the peace. Thinking that the support of both parties would be necessary to the success of the system, and wishing its control to be free from partisanship, he displayed his public spirit by appointing as Chief of Police, a Whig, Mr. Taylor. Although confirmed by the Assistant Alderman, the appointment was rejected by the Aldermen.

After his retirement from the Mayoralty in 1849, Mr. Havemeyer continued his active participation in public affairs, and in 1859, he was nominated by the Democrats for Mayor, but was defeated by Fernando Wood, the candidate of Mozart Hall.

During the Civil War, he was an earnest and influential Union man. He believed that the rebellion could not be maintained and expressed his opinions on that point with his usual independence. He always favored a decisive policy, was an early advocate of the abolition of slavery as a war measure, and aided in measures for carrying on the war. He presided at one of the four great public meetings held simultaneously in Union Square, April 21, 1861, to give expression to the patriotism of New York city. On one occasion, before the issue of the Emancipation Proclamation, in conversation with Secretary Seward, he urged the necessity of prompt and vigorous measures and said, "If a man has a gangrene, he does not poultice it, or trifle with it; he cuts it out. And so this evil, slavery, ought to be cut out."

July 10, 1866, Mr. Havemeyer was selected, with Thurlow Weed, to arbitrate a controversy between the Board of Public Charities and Correction and the Commissioners of Emigration, relative to claims which had been pending more than ten years and involved more than \$100,000. After a patient and exhaustive investigation, the arbitrators reached a decision, which was received as so satisfactory a settlement that they were publicly thanked by both boards.

Mr. Havemeyer strenuously urged at all times upon his fellow-citizens the necessity of active work to secure good government. He grew impatient at the political apathy of many of the respectable and wealthy men of New York.

In the spring of 1870, he united with other leading citizens in organizing the Council of Reform, having for its object the exposure of the Tweed Ring. He presided at the meetings of April 6 and Sept. 4, 1871, at Cooper Institute, and was, on account of his public spirit, solicited to accept the nomination for Mayor, but was inclined to refuse, owing to the indifference of the people toward public affairs. It was at the great meeting of Sept. 4, that a number of taxpayers known as the Committee of Seventy were selected. His speech on that occasion was one of the most fearless and outspoken of any in the denunciation of official wrong-doing. He was elected vice president, afterwards president, of the Committee, and was one of the most active and influential members of that body. His long experience in politics rendered his services especially valuable. An address to the people of the State of New York was prepared and issued and an active and successful campaign initiated.

During the campaign of 1871, Mr. Havemeyer was, on October 21st, nominated

by the Republicans for Mayor; and this action was ratified by the Committee of Seventy, and later by the United Reform convention. The nomination was reluctantly accepted. At the ensuing election he was handsomely elected, defeating Abraham R. Lawrence and James O'Brien, and was inaugurated Jan. 1, 1872. Under the new charter of 1873, Mayor Havemeyer and the Board of Aldermen were empowered to reorganize the city government. The Mayor's independence of mind led him to select for appointments men of high character and position. Some of his nominations were confirmed by the Board of Aldermen, but others were opposed. It was while these matters were under discussion that, Nov. 30, 1874, while seated at his desk in his office in the City Hall, examining his correspondence, he was stricken with heart disease. He passed away in a few moments.

Mr. Havemeyer was married April 15, 1828, in Craigville, N. Y., to Sarah Agnes, a daughter of Hector Craig, Member of Congress and afterward Surveyor of the Port of New York. His wife survived him, with six sons and two daughters. The sons were John, Henry, Hector, James, Charles and William F. Havemeyer, jr. The daughters were Sarah C., wife of Hector Armstrong, and Laura A., wife of Isaac W. Maclay. About 1848, Mr. Havemeyer built the house No 215, now known as 335 West 14th street, where he resided up to the time of his death. He was brought up in the Lutheran faith, but in early manhood attended St. Luke's Protestant Episcopal church. After the building of the Seventh Avenue Methodist Episcopal church he was a regular attendant there, although not a member of any religious body.

Mr. Havemeyer died at his post of duty. From his youth, he had been an active, progressive, even combative man, finding work a pleasure and rest a task. Rugged and positive in character, his forcible manner did not inspire the affection, but it always won the respect of all. He possessed a gentle and charitable heart, and was exceedingly helpful to the friendless. Intimate acquaintance with him revealed his genuine kindness of nature, as well as the undeviating rectitude of his intentions and his earnest devotion to the welfare of the community. Born when the city contained a population of only 67,000 souls, he was an active influence in its affairs during the period of its marvelous growth; and, when its population had increased to 1,000,000, he was for the third time its chief magistrate. His life record is that of the wise and upright merchant, the patriotic and useful citizen, and the practical philanthropist.

HECTOR CRAIG HAVEMEYER, sugar refiner, born in New York city, July 23, 1840, died in Paris, France, Dec. 14, 1889. He was a son of the late William F. Havemeyer, Mayor of New York, and while he gave no evidence of inheriting his father's taste and ability for public life, demonstrated at an early age a very large share of the family aptitude for business. He received an excellent education but left Union College without graduation. He then studied the methods of sugar refining abroad, especially in Hamburg, and upon his return in 1865, entered the house of Harris & Dayton, sugar refiners, on Leonard street. Another trip to Europe followed, during which he investigated special branches of the business. He then joined his uncle, Albert Havemeyer, in starting on North Second street, Williamsburg, a model sugar refinery, which was afterward merged into the Havemeyer and Elder concerns. In 1871, he purchased the plant of The Greenpoint Sugar Refining Co., reconstructed it entirely and carried on the business successfully for a number of years. In 1873, he started another refinery in Jersey City under the name of Havemeyers, Eastwick & Co. These two

houses were afterward united under the name of The Havemeyer Sugar Refining Co. of which Mr. Havemeyer was president, and his brother, William F. Havemeyer, vice president. These two houses were prominent members of the Sugar Refineries combination, which can trace its origin from this source. Mr. Havemeyer was a member of the Union League club. He never married. He was an excellent performer on the violin, and owned one of the finest Stradavarius violins in existence.

CHARLES GERARD HAVENS, lawyer, born in Brookhaven, N. Y., Sept. 27, 1808, died Jan. 7, 1888, at his home in East 19th street in this city. He was a son of Capt. Merodach Havens, a son of Capt. Daniel Havens, who was a well known Long Island ship master. He came to this city while a young man, read law, and after admission to the bar, began practice in partnership with the late Charles B. Moore. In or about 1838, he became junior to the distinguished counsellor, George Griffin. In 1844, he became a member of the law firm of Cutting, Moore & Havens, of which the great advocate, Francis B. Cutting, was the head. But six or seven years of the labor of this overtaxed office sufficed to undermine his health. He retired from active practice and thereafter devoted himself to his investments in real estate, of which he was an active buyer and seller on a large scale. He was a member of The American Geographical Society and at one time of the Union League club and also a fellow member of Charles O'Conor, Augustus Schell, Edgar S. Van Winkle, William M. Prichard and Senator Evarts in the "Column." He was a personal friend of Edwin Forrest and as surety, on his appeal bonds, became involved in the divorce suit of Forrest versus Forrest. Mr. Havens was a man of action rather than a student, quick to decide, and energetic in carrying out his resolutions, his integrity being of the most sterling sort. He was a staunch friend and an obstinate adversary. In 1871, he caused to be organized The Havens Relief Fund Society, the purpose of which was and is "relief of poverty and distress and especially the offering of temporary relief to unobtrusive suffering endured by industrious and worthy persons." Never having married and considering himself entirely free to dispose as he thought fit of the fortune, no part of which was inherited, he devoted the major part of it to the charity thus founded by him.

WILLIAM SAMUEL HAWK, one of the proprietors of the Windsor Hotel, born in Canton, O., Feb. 11, 1859, springs from a family of hotel men. Both of his grandfathers conducted taverns in Ohio in their day, becoming favorably known among Eastern merchants and travellers. Samuel Hawk, uncle of William S. Hawk, a competent and enterprising man, grew up in this occupation, and finally left Ohio to take charge of a hotel in Chicago, where he gained reputation as a careful and excellent host. The family thus became well known both in the East and West, and when Samuel Hawk came to New York to take charge of the St. Nicholas Hotel on Broadway, the name had something to do with his success in making that famous and now extinct house, not only a headquarters for Western merchants, but, for a long period, the most fashionable hotel in New York city.

While a lad, William S. lost his father, William Hawk, by death, and was educated in New York by Samuel Hawk, who adopted him as a son and trained him for the responsibilities of an active life. The boy went to school first in the family of an Episcopal clergyman in Pelham, N. Y., and studied later in Graylock Institute in South Williamstown, Mass., and the old Anthon Grammar School and Charlier Institute in New York. In 1875, he made a six months' tour of Europe, resumed his studies, and



William S Hawk

then, in 1877, found employment with the dry goods firm of William Knisley & Co., at No. 360 Broadway. Beginning as a stock boy, and compelled to rely upon himself, the young man worked his way up, until Mr. Knisley expressed a desire to interest him in the firm.

In the meantime, however, in 1873, Hawk & Wetherbee had opened the Windsor Hotel, at that time the most luxurious and aristocratic hostelry in New York. In 1878, Samuel Hawk, whose health had failed, was preparing by the advice of a physician to go abroad and greatly wished the company of his nephew. William left the store and its opportunities, therefore, in 1878, and passed nine months in a beneficial tour of Europe and a long visit to the Nile. When he returned to America, he followed the traditions of his family and entered the Windsor Hotel on Fifth avenue, conducted by his uncle, and gave himself up to a thorough training in all departments of the management. He began in the store room in the back part of the hotel, weighed the meats and groceries, studied prices, and kept the books of the steward's department, going with his uncle on purchasing trips to the markets, and in general permeating this whole branch of the business with his activity. Important as the steward is to a hotel, there are other important features to the business. It is sufficient to say, however, in brief, that under the elder Hawk's sound and thorough training, William gained such an intimate knowledge of every essential detail of the business, that, when finally admitted to the firm of Hawk & Wetherbee, he proved a valuable accession to the management. In 1882, upon his uncle's death, he succeeded him in the business. The training he had received then proved to him of more value than the legacy of a fortune. While other hotels, larger and more magnificent to the eye, have since been established in New York, the Windsor has, under the management of the present firm, retained the good will of the travelling public and remained one of the most profitable hotel properties in the country.

Mr. Hawk has, like other successful men, gradually come to display his public spirit by his interest in various independent enterprises. He is a vestryman in the Protestant Episcopal Church of Zion and St. Timothy, president of a boys' club on the West Side, and a member of The Hotelmen's Association, before which he delivered his first after dinner speech at the annual banquet in Delmonico's in 1894. He has joined the Ohio Society, of which he has been a governor, the Symphony and Oratorio Societies, and the Union League club, in which he has been elected to the Executive Committee, an honor rarely conferred on so young a man. Of The Carnegie Music Hall Co., he was chairman of the Executive Committee, which recently erected the large addition to this edifice on 56th street, containing a large number of studios and music rooms, and was subsequently elected president of the company. He is also a director of the new Brooklyn Warehouse & Storage Co. In honor of his uncle's memory, he has lately fitted up a complete ward in The Aultman Memorial Hospital in his native town, the only hospital of its kind on the railroad between Allegheny, Pa., and Fort Wayne, Ind. He is active in promoting reform work among young men, and interested in art and music.

By his marriage with Edith Alliene, daughter of William H. Davis, in 1882, he is the father of two children, Annette Catherine and Edith Oliva Hawk.

Mr. Hawk believes that every American should play a part in affairs, and do something towards making the world better. He shows by his example exactly what

he means, and he has been especially useful in aiding young men to secure positions, and to plant their feet upon the path, by which, with fidelity, intelligence and industry, it is possible for them to attain a success equal to his.

HENRY EUGENE HAWLEY, merchant, a native of New York city, is a son of the late Irad Hawley, a New York merchant of high standing, who became a member of the firm of Holmes, Hawley & Co., in 1812 and retired in 1839, thereafter identifying himself with railroad and coal interests. He was for many years a director in various corporations, among them The Boston & Providence Railroad, The Chicago & Rock Island Railroad, The Tradesmen's Bank, and several insurance companies, was for a considerable time chairman of the finance committee of The Delaware & Hudson Canal Co., and subsequently formed The Pennsylvania Coal Co., of which he was first president. His son, the subject of this biography, graduated from Yale University in 1860, became a partner in the house of Carter, Hawley & Co. in 1864, and is at present the head of that firm, which does an extensive commission business throughout the United States and also in China and Japan, and, through their correspondents, The Netherlands Trading Society of Holland, with Europe, the East Indies and South America. Mr. Hawley has been a member of the Chamber of Commerce for more than twenty years and a director in several prominent companies. He has also been identified with many of the New York charities, being a trustee of The Children's Aid Society and The Five Points House of Industry. Among the social organizations to which he belongs are the Union League, University and Riding clubs, the Century and Down Town Associations and the Yale Alumni. He was married in 1862 to Elizabeth, daughter of William S. Lockwood, of Norwalk, Conn., and has three children: Sadie Hawley, Henrietta E. Hawley, and Edith, wife of Coleman G. Williams.

AARON HEALY, tanner, born Sept. 18, 1814, in Hallowell, Me., is a son of Aaron Healy, a manufacturer of hats, and was educated in Waterville, Me. Beginning life as a school teacher, he finally moved to New York city to accept a place as clerk with a firm of tanners and leather merchants. In February, 1852, having saved a small sum of money, he helped form the firm of Smull & Healy and engaged in tanning and the sale of leather. Business prospered, and four years later he formed, with his brother William H. Healy, a new firm under the style of A. Healy & Bro. Time brought other changes in the partnership, and in 1873, the firm assumed the title of A. Healy & Son, the junior partner being A. Augustus Healy. Soon afterward, Frank Healy, another son, became a partner. The business record of the house has been one of uniform and increasing prosperity. A. Healy & Sons until recently owned extensive tanneries at Wellsville and Allegany, N. Y., but have now sold them to The United States Leather Co. They continue in business as merchants of hides, etc. They now own the Healy Building on Gold street and much other valuable property outside the leather business. By his union with Elizabeth, daughter of Stephen Weston, of Skowhegan, Me., in 1844, Mr. Healy became the father of four children, Stephen Weston, A. Augustus, Frank and Lizzie. The family live in Brooklyn, and A. Augustus is Collector of Internal Revenue there. Mr. Healy is a member of the Hide & Leather club, and an amateur of art, and collected a number of fine paintings from 1864 to 1886, which in 1891 he sold at auction for \$130,000.

JOHN VALENTINE HECKER, flour miller, born in New York city, Dec. 25, 1848, is a son of John Hecker, a famous flour miller, whose father, John, a native of Wetzlar,

Prussia, came to America in 1800. John Hecker, jr., born in New York, July 25, 1812, began life as a printer for Harper & Bro's, and in 1831 started a bakery at No. 56 Rutgers street. To obtain flour of fine quality, he built a small mill on Cherry street in 1843. Meeting with success, he took his brother, the late George Valentine Hecker (born in New York, Jan. 8, 1818, died 1889), into partnership as Hecker & Bro., and in the manufacture of farina, self-raising flour and other cereal products became widely known both at home and abroad. He was a man of active mind, a member of the Board of Education, The New York Historical Society and several other bodies, and a candidate for Congress in 1850 as a Free Soiler and in 1864 for Mayor on the Citizen's ticket. In 1853, he received an election as Alderman, and in 1865 an appointment as Inspector of Schools, retaining the latter office until his death. Jan. 23, 1838, he married Catherine Jane, daughter of Samuel Gorham, of Darien, Conn., and was the father of Sarah Elizabeth, Catherine Jane, John Valentine, and Louise Gorham Hecker. At one time he edited *The Unit*, and at another *The Churchman*, and wrote "The Scientific Basis of Education" and other works. John Valentine Hecker, his son, graduated from Columbia College in 1869, entered the office of Hecker & Bro. in 1870, and in 1874 became senior member of the firm. The same year, he became the associate of his uncle in the milling business, and in 1889, president of The George V. Hecker Co. Subsequently, he effected the organization of The Hecker-Jones-Jewell Milling Co., a combination of the flour mills of New York city, into which are merged The G. V. Hecker Co., and Jones & Co., of New York; The Jewell Milling Co., and The Kings County Milling Co., of Brooklyn, and The Staten Island Milling Co. Mr. Hecker is president of the corporation. He was Inspector of Schools, 1874-75, and is a member of the Chamber of Commerce and the Union League club. Jan. 16, 1872, he was married in Trinity Chapel to Georgianna, daughter of Andrew J. Bell, of Stamford, Conn. Their children are John, 3d, Frederick Charles, George Edward, Louise Bell and Genevieve.

WILLIAM HEGEMAN, merchant, a son of Judge Adrian Hegeman, born in New York city, in 1816, died at No. 9 West 31st street, Oct. 3, 1875. He came from good, old Huguenot ancestry, and at the age of 15, after his father's death, became a druggist's clerk, and later one of the most enterprising and successful drug merchants of the city. He established from time to time retail drug stores in several different parts of the city, as well as branches in several other large cities, his name being one of the most conspicuous in this trade during his time. He helped establish the College of Pharmacy and was elected its president many times, and was active in the Century and Union League clubs and St. Nicholas Society. A man of genial humor and wide information, an expert in chemistry, an artist for his own amusement, and a member of the congregation of the Church of the Incarnation on Madison avenue, he bore a high reputation for integrity and worth. His three children were J. Niven Hegeman, his business partner; William A. Ogden Hegeman, lawyer, now deceased; and Mrs. Chauncey M. Depew, also now deceased.

ALFRED SAMUEL HEIDELBACH, banker and stock broker, born in New York city, Nov. 17, 1851, was, until 1867 New York member of Heidelberg, Seasongood & Co., dry goods merchants of Cincinnati. From Columbia grammar school, Alfred went to the University of Zurich in Switzerland, and after finishing his studies, returned to New York. In 1870, he entered the stock brokerage firm of Frank & Garss, known after 1871 as Heidelberg, Frank & Co. In 1873-74, he spent a year in Berlin, Ger-

many, and after having looked after the interests of the firm in London during the panic of 1873, returned to New York late in 1874. His father died in 1875, and in 1876, he helped found the firm of Heidelberg, Ickelheimer & Co., bankers and brokers. This firm have made a specialty of foreign exchange and specie and have been able to secure valuable connections abroad. Their transactions are large and their reputation and standing excellent. Mr. Heidelberg is now senior partner. He is a director of The United States Life Insurance Co. In 1893, the firm admitted Henry R. Ickelheimer, who represented the interest of his father, Isaac, one of the founders of the concern. Mr. Heidelberg was married, October, 1879, in Paris, France, to Miss Julie Picard. He is a prominent member of the Manhattan, Reform and Lawyers' clubs.

MARCUS GOTTLIEB HEILNER, coal operator, born in Berks county, Pa., July 2, 1814, died in New York, Nov. 6, 1892. A descendant of the oldest families in New England, Mr. Heilner was one of the pioneers in the anthracite coal industry of the Schuylkill region. When twenty-three years of age, he became the partner of his father, Samuel Heilner, a dealer in bituminous coal and just beginning to take an interest in anthracite production. Together, they entered upon what were, for those days, extensive mining operations on Wolf Creek, near Minersville, on the famed "Black Heath vein," and, at the same time, worked another mine near Donaldson. When his father retired in 1849, the son formed a partnership with his brother, and, under the firm name of M. G. & P. Heilner, opened up the Miller tract and developed the famous "red ash" veins. That partnership was dissolved in 1853. Thereafter, until 1867, when he discontinued mining, Mr. Heilner confined his operations to his Ashland and Silver Creek mines. Then, he came to New York and engaged in the wholesale coal trade, establishing the firm of Heilner & Son. He was an active and powerful man, quick-witted, prudent, courageous and self-controlled and passed unharmed through the perilous "Molly Maguire" times in the mining districts. Again and again, he escaped plots aimed at his life. In 1839, Mr. Heilner married Sylvina, daughter of Col. Zebulon Butler of the American Revolution, and by her had five children, George C. and Butler, who have succeeded to the coal business; Percy Butler, who is the general sales agent of The Lehigh & Wilkes-Barre Coal Co.; Walter, who is a practicing lawyer in Philadelphia, and one daughter.—His son, **GEORGE CARSON HEILNER**, born Aug. 16, 1856, in Pottsville, Pa., received his education in Elizabeth, N. J., and began life in a Wall street banking house in this city. A clear head, great force of character and sound judgment guaranteed his success from the start. In 1879, he entered the office of Heilner & Son, coal merchants, and was made a partner in 1890. He is closely devoted to business, but finds recreation in The Society of Colonial Wars and The Sons of the Revolution, of which he is a member. For five years, he served in the 8th N. Y., S. N. G., holding a commission as first lieutenant, but resigned in February, 1892.

PETER HENDERSON, florist and seedsman, born in Pathhead, near Edinburgh, Scotland, June 9, 1822, died in Jersey City, N. J., Jan. 17, 1890. His father, James Henderson, was a land steward, and Peter passed his early years in the vicinity of the ruins of Crichton Castle, which he often visited while hunting for the nests of jackdaws. At the age of sixteen, he was apprenticed to George Sterling, head gardener of Melville Castle. In 1843, he came to New York, and after a year in a nursery in Astoria, L. I., and a short service in Philadelphia under Robert Buist, a leading seedsman and florist, he went to Pittsburgh, Pa., and became private gardener for Charles

F. Spang. There he remained until 1847, when, having saved \$500, he removed to Jersey City and engaged in market gardening. He gradually added to his greenhouse department, finally relinquishing the raising of vegetables, opened an office in New York in 1853, and in 1864 moved his greenhouses to South Bergen, in time covering fully five acres with glass. In 1865, he engaged in the seed business as Henderson & Fleming, and in 1871 founded the now famous firm of Peter Henderson & Co., seedsmen and florists. He wrote much on horticulture for the newspaper press and produced several valuable books on gardening and flowers. In 1851, he married Emily Gibbons, a native of Bath, England. The children born to them have been Alfred; Isobel, wife of Robert M. Floyd; and Charles Henderson. Mr. Henderson was six feet in height, broad shouldered, erect, not over 160 lbs. in weight, with florid complexion, keen grey eyes, closely trimmed beard and moustache. He abstained from stimulants, was a rapid walker, and won his way by the vigor of his nature, constant industry and uprightness.

JOSHUA HENDRICKS, merchant, who died at his home in New York city, June 3, 1893, in his sixty-first year, rose to prominence in the firm of Hendricks Bro's, merchants of metal, one of the largest houses of its kind in the country. It was established shortly before the American Revolution and has been in the family through four generations. Mr. Hendricks belonged to one of the most prominent Hebrew families in New York, and was widely known. He was a member of the Union, New York, Vaudeville, Fulton, and New York Yacht clubs, and various other social bodies, as well as of the Chamber of Commerce. At one time he served as president of The German American Bank. His wife and three sons survived him.

HENRY HENTZ, coffee importer, was born in 1834. His grandfathers on both sides were Germans, who settled about 130 years ago near Germantown, the first German settlement in the United States. The family removed to Philadelphia, where the lad attended school. Inspired with a love of the sea, by reading "Robinson Crusoe," Capt. Marryat's nautical stories, and other tales of adventure, Mr. Hentz then made two voyages before the mast, encountering the usual hardships, but gaining in self reliance and knowledge of the world. Shortly after leaving the sea, he entered mercantile life, and in 1856 came to New York and established the cotton and general commission house of H. Hentz & Co. He proved an excellent merchant, wide-awake, enterprising, honest and able, and by nearly forty years of untiring endeavor has risen to prominence. He has been twice president of the Cotton Exchange and twice of the Coffee Exchange, and is now chairman of the Executive Committee of the Chamber of Commerce. He has been a director of The Bank of New York, The Commonwealth Insurance Co., The Merchants' National Bank, and The Housatonic Railroad, and has joined the Manhattan, Reform, and Down Town clubs of this city and the Hamilton club of Brooklyn. Mr. Hentz has lived in Brooklyn since 1856. His son, Leonard S. Hentz, is a member of the firm, and he has one other son and two daughters.

COL. SILAS CLARK HERRING, manufacturer, born in Vermont, Sept. 7, 1804, died in Plainfield, N. J., June 23, 1881. He was a self made man, who began life a poor lad in Albany, N. Y., as a grocery clerk and for a time conducted a grocery of his own in that city. In 1834, Mr. Herring opened a wholesale grocery store in New York with a partner. They prospered for a time, but were overwhelmed, first, by the great fire of 1835 and two years later by the panic of 1837. In 1840, Mr. Herring met Enos Wilder, who had invented the idea of using plaster of paris as a nonconducting material

for lining safes. The fire of 1835 had proved the necessity of safes which would not burn. Mr. Herring became Mr. Wilder's agent for the sale of Salamander safes, and, later, purchased the right to manufacture, made many improvements, extended the sales largely, and built extensive works, employing at the time of his death 600 men. He had paid \$154,000 in royalties on the Wilder patent up to 1852, when the rights expired. Mr. Herring rose to the foremost rank in his industry. He gained his military title as Colonel of the 5th Art., N. Y. S. M. He served one term as Assistant Alderman in this city, in 1847, and in 1849 was Alderman. He was an incorporator of The New York Juvenile Asylum, and director of The Broadway Bank, The Importers' & Traders' National Bank, The Manhattan Life Insurance Co. and other corporations. Mr. Herring's family consisted of his wife, Caroline S., who was the daughter of Elijah T. Tarbell, and three children, Frank Otis Herring, Marie A., wife of Thomas McCaffery, and Caroline S., wife of Eugene de Kay Townsend.

HENRY HERRMANN, manufacturer, born in East Prussia in 1837, began life as apprentice to a cabinet maker, and worked as a journeyman in principal German cities, meanwhile attending free technical schools and serving three years in the 20th Fusiliers of Brandenburg. He came to this country in 1866, followed his trade in various cities, and then, in 1867, rented a small shop on Mott street, New York, and started on his own account a small furniture factory, with a partner, their combined capital being \$43, representing their wages the preceding week. Their first wardrobes sold readily for cash. Six weeks later, they moved to No. 237 Delancey street, and in 1868 to No. 235-7 Bowery. Steam power was then introduced and thereafter the factory made rapid progress. By making a specialty of low priced, beautiful furniture, Mr. Herrmann developed an enormous business, with a large number of branch factories and saw mills. In 1874, he engaged in the hardwood lumber trade on a large scale, buying from time to time tracts of walnut and other timber in the West, and building saw mills in Indiana, Michigan, Illinois, Kentucky, Arkansas, Missouri, Indian Territory and elsewhere. In 1872, his New York and Indianapolis factories were destroyed by fire. He rebuilt the former at No. 193-5 Chrystie street. These works he vacated in 1880 and transferred to Delancey street, renting the block from Tompkins to Mangin streets. In 1885, the Delancey street factory was burned. Meanwhile, his lumber trade had grown to large proportions, so that after the fire he occupied himself mainly with that trade, incorporating his furniture industry in 1887 in Kentucky, as The Herrmann Dining Room Furniture Co., The Herrmann Bureau Co., The Herrmann Chamber Suit Co., and The Herrmann Desk Co., in each of which he is president and principal owner. One factory in Evansville, Ind., and a store in London, Eng., he removed from the consolidation scheme and sold, in 1891, to an English syndicate. In 1889, he organized a concern now known as The Herrmann Glass Co. Mr. Herrmann has been married twice, and has two sons living. One of them, George, is his partner.

SELMAR HESS, publisher, a native of Bernburg, Germany, was born Nov. 26, 1847, the son of Maurice Hess, a manufacturer of furniture. The family had lived in the town for generations and its men had served as soldiers with honor and been otherwise prominent in affairs. Rosalie, mother of Selmar Hess, was the daughter of David Fabian, a man distinguished for learning and piety. The lad received a high school education, became at the age of fourteen a dry goods apprentice, and emigrated to New York, six years later, arriving in November, 1867. He visited Cincinnati and then

went to Omaha to engage in the dry goods business, found the climate injurious to his health, removed farther West and dealt in camp supplies along The Union Pacific Railroad for a year, and then, being stricken with typhoid fever in Omaha, was ill for many months and found himself penniless. Next he joined with fifty others in preempting land in northern Nebraska, taking 300 acres for his share, but after a few months of hard labor, found himself without the means to stock the farm and abandoned a rural career. Coming East, he found in Buffalo his vocation in life upon obtaining a place in the branch house there of Virtue & Co., publishers. Having thoroughly learned this trade, he became a partner in McMenamy, Hess & Co., of Philadelphia, in 1870, solely upon his merits, without capital. That concern continued to exist until Aug. 8, 1873, when it was changed to Hess & McDavitt. Meanwhile, at the urging of Mr. Hess, a branch store had been opened in New York city, under his charge, and in 1871, the headquarters were removed hither. May 12, 1877, Mr. Hess succeeded that firm and has continued the business with phenomenal success. He has made a specialty of subscription books and papers and intaglio plate printing, and operates branches in twenty of the largest cities of the country as well as his own printing house on Dey street here. In 1873, he married Josephine, daughter of Joseph Solomon, and has three children, Gertrude Rosalie, Alfred Fabian and Ruth Josephine Hess.

ABRAM STEVENS HEWITT, LL.D., manufacturer, born in Haverstraw, N. Y., July 31, 1822, is of Huguenot descent through the maternal line. His mother's family, named Gurnee, originally Garnier, settled in Rockland county and in a log house on the land owned by them Mr. Hewitt was born. His father came to America in 1790, helped construct the first steam engine works in this country, and afterward carried on business in New York city as a cabinet maker and lumber dealer, finally losing his means. Abram, brought up on a farm, finally gained a scholarship in Columbia College, whence he graduated in 1842 at the head of his class as "double first." For this tuition he afterward paid. After graduating, he became acting professor of mathematics in the college. In 1844, having saved about \$1,000, he visited Europe with his classmate and friend, Edward Cooper, son of Peter Cooper, and upon the return voyage, his ship, the Mobile packet Alabamian, foundered at sea, the company escaping in boats. In 1845, he was admitted to the bar. Impairment of vision interfering with his practice, he abandoned the law, and Edward Cooper and he engaged in iron manufacturing, Peter Cooper transferring to them his iron works, not then prosperous. The new firm of Cooper & Hewitt were the first to make iron girders and supports for fireproof buildings. In 1862, Mr. Hewitt went to England to study the process of manufacturing gun barrel iron. The result was that his firm became able to supply this essential material to our government during the Civil War, but all profit was declined. From 1873 to 1879, they lost money heavily but thereafter carried on a profitable business. The great plants of The Trenton Iron Co. and of The New Jersey Iron & Steel Co., at Trenton, N. J., owned by the firm, built in 1845, now produce an immense amount of structural iron and wire yearly, and they have blast furnaces at Pequest in Warren county, N. J., and Riegelsville, Pa. Mr. Hewitt has devoted a part of his time to public affairs. In 1867, he served as Commissioner to the Paris Exposition. Originally a member of Tammany Hall, he left that organization and was a leader of the County Democracy in 1879. Elected to Congress in 1874, his service was continuous, with the exception of one term, until 1886, when he was

elected Mayor of New York. In 1876, he accepted the chairmanship of the Democratic National Committee, and took a conspicuous part in Congress in the creation of the Electoral Commission and settlement of the Presidential controversy. From the time of the creation of the Cooper Union, Mr. Hewitt has been secretary of the Board of Trustees and has practically controlled its educational and financial management. In 1883, he was elected president of the Alumni Association of Columbia College, which institution, in 1887, conferred upon him the degree of LL.D. He has been a director in The Chrysolite Silver Mining Co., The Lehigh Coal & Navigation Co., The Montana Smelting Co., The New York & Greenwood Lake Railway Co., The American Electric Elevator Co., The United Smelting & Refining Co., and The New York, Lake Erie & Western Railway, and has interests in many industrial companies. Mr. Hewitt was married in 1855 to Sarah Amelia, only daughter of Peter Cooper. His children are Mrs. James O. Green, Sarah C., P. Cooper, Edward R., Eleanor G., and Erskine Hewitt. Mr. Hewitt has won success by mental force, sheer resolution and continued effort. His principal clubs are the Metropolitan, Century, City, Church, Union, Engineers', Tuxedo, Players', Riding and South Side Sportsmen's.

ALVIN HIGGINS, manufacturer, born in Gray, Me., about 1813, died in this city, May 31, 1890. The son of a boat builder and one of eleven children, he spent several years in Portland in the employment of Brown & Smith, merchants in the West India trade. He then came to this city, and with his brother, Elias S. Higgins, conducted a retail carpet store in Pearl street, as A. & E. S. Higgins. Early in his career, he conceived the idea of manufacturing carpets in this country, and, by carrying the plan into execution, made for himself a permanent and honorable place in the history of American industry. About 1840, his firm started a factory with seven ingrain hand looms in Jersey City. Their works were located at several different places in the suburbs, but finally in New York among the rocks and shanties at 43d street and Eleventh avenue, on the site now occupied by the great buildings of the present firm of E. S. Higgins & Co. About 1855, Nathaniel D. Higgins, another brother, entered the partnership under the name of A. & E. S. Higgins & Co. Alvin retired in 1855, and spent about three years in Europe with his wife. Upon his return, he engaged in real estate operations, and owned Hunter's Island in the Sound, where he lived about twenty years. He was married, but his two children passed away before him.

ANDREW FOSTER HIGGINS, insurance adjuster, a namesake of old Andrew Foster of South street, was born in Macon, Ga., Jan. 24, 1831. His grandmother, Miss Pamela Andrus, of Newark, N. J., was a noted belle of the American Revolution and daughter of General Andrus of that period. The father of Mr. Higgins, a banker in S. & M. Allen, lived for years in Savannah, Ga., and then removed to Macon, where he dealt in bills of exchange on cotton shipped to market by way of Darien and Savannah. The subject of this sketch came to New York in 1844, and entered college, but did not finish owing to family reverses. Going into Wall street, he found employment with Jones & Johnson, average adjusters, and then became adjuster for The Atlantic Mutual Insurance Co. Later, he formed a partnership with Henry W. Johnson to carry on the adjusting and insurance brokerage business and attained celebrity in this calling. Out of at least 10,000 adjustments, he never had twenty appealed from; in such as went into court, Mr. Higgins was invariably sustained. Having been specially engaged to disentangle the accounts of Spofford & Tileston, he performed the

work with great success. He was also retained in many other interesting cases, and as receiver liquidated the affairs of The Columbian Insurance Co., and The United States Lloyds, and started a new concern, under the name of the latter, of which he is the agent, which in twenty years has paid dividends amounting to 2,000 per cent. The old firm of Johnson & Higgins are yet in existence, and a later one, Higgins & Cox, has been succeeded by the present firm of Higgins, Cox & Barrett. Mr. Higgins has been for many years chairman of the Committee on Harbor and Shipping of the Chamber of Commerce and active in the proceedings of the Chamber. He represented Greenwich, Conn., in the Legislature, 1887-89. He is a member of the Century, Down Town, Carroll's Island, Pesque Island, Flanders, and Adirondacks League clubs; treasurer of The Mexican Northern Railway, and a trustee of The Consolidated Kansas City Smelting & Refining Co., The Knickerbocker Trust Co., and The Campana Metallurgica Mexicana. He married Sarah H., daughter of John H. Cornell, banker. One child lived to maturity, Amelia L., who married John D. Barrett, dying in 1887.

ELIAS S. HIGGINS, manufacturer, who died Aug. 18, 1889, at Narragansett Pier, R. I., began life with a common school education and little else. His brother Alvin and he carried on a retail store for the sale of foreign carpets on Pearl street. About 1840, they began the manufacture of carpets, and after the practical retirement of his brother Alvin, Mr. Higgins became the directing head of the business. He was a man of rugged energy and strong character, and developed the business until he made his industry the leading one of its class in the country. The firm finally incorporated as The E. S. Higgins Carpet Co., with a capital stock of \$2,000,000. Mr. Higgins was a large buyer of real estate, not so much for speculative purposes as for investment, and was also a large shareholder in various traffic corporations. He had been for a number of years a director of The Delaware, Lackawanna & Western Railroad. His wife, Emma L., with their two children, Eugene and Josephine, the latter Mrs. Brooks, survived him. Mr. Higgins came before the public during the last few years of his life as an opponent of the tyranny of organized labor.

EDWARD HILL, merchant, born in England about 1825, died in this city, Aug. 8, 1886. He was one of those enterprising men of foreign birth, who, attracted by the splendid markets of America, came to New York, arriving here about 1856, to engage in trade. As the agent of a firm in England, he began the sale of merchandise in this emporium of all America. In time, he became the agent of several other large English firms and carried on a profitable trade during the rest of his career. He was twice president of the St. George Society and made himself widely known in social and financial circles. Five children survive him.

THOMAS HITCHCOCK, lawyer, born in New York city, Dec. 1, 1831, is seventh in descent from Matthias Hitchcock, who came to Boston from London in the bark Susan and Ellen, in 1635, and settled in Connecticut. He is a son of William R. Hitchcock, a merchant, and of English and Scottish ancestry. After studying in private schools, he graduated from the University of The City of New York and the Harvard Law School, and began the practice of his profession in this city in 1853. Since 1864, he has been largely occupied with journalism, being at present one of the editorial staff of *The New York Sun*, for which newspaper he writes financial articles under the name of "Matthew Marshall." Mr. Hitchcock has made excellent investments in the stocks of gas, street railroad, and other corporations, but devotes most of his time to *The Sun*.

He is secretary of that corporation. In 1855 he was married to Marie Louise, daughter of Asa H. Center. Their children are Center, Francis B., and Thomas Hitchcock, jr. Mr. Hitchcock finds his recreation mainly in literary work, music and social life, but also spends an occasional evening at the Century club, of which he is a member.

WELCOME GEER HITCHCOCK, merchant, born in Montrose, Pa., Oct. 28, 1834, is a son of the late Benjamin Hitchcock, a merchant. Educated in the public schools, he began life as a boy in this city in the furnishing goods store of Joseph F. Sanxey, in William street, in October, 1850. From that day to the present, he has made his way steadily and has never received a dollar from his parents or any one else, except that which he has earned himself. In 1851, he accepted a clerkship with Carleton & Co., dry goods merchants, at No. 202 Broadway, at \$100 a year, and in October, 1854, a salary of \$600, less than the porter was getting, in the store of Noel J. Becar & Co., importers of handkerchiefs. In 1868, after repeated promotions, he succeeded to the business, when the firm, whose style had undergone several changes, became W. G. Hitchcock & Co. The firm have occupied stores at 187 Broadway, 342 Broadway, and 453-5 Broadway, but for the past twenty-four years have been located at 455-7 Broome street. They represent several strong firms of dry goods manufacturers, as well as domestic ribbon and other dry goods firms. Mr. Hitchcock is a good merchant, honest, prudent and energetic, and has attained a worthy and marked success by early habits of economy and application, sound character and good reputation. He is a director of The Second National Bank and trustee of The Franklin Savings Bank. In January, 1892, he married the widow of John Ruzsits, the furrier.

RUSSELL HOTCHKISS HOADLEY, exporter and banker, a native of New York, born Aug. 19, 1834, died at his home on West 49th street, June 9, 1891. David Hoadley, his father, an old-time merchant, here originated and was for many years president of The Panama Railway. Mr. Hoadley received a fair education at Betts Boarding School. In 1853, he went abroad for two years' travel, joined the Seventh Regiment on his return, became by promotion major of the regiment, and served on Gen. Spicer's staff during the riots in this city. Having inherited ability, he engaged in the South American trade in 1859, and in 1860 formed the partnership of Handy & Hoadley. Mr. Handy retired in 1865, when Hoadley, Eno & Co. succeeded. In 1869 the firm dissolved, after a successful career, during which they had transacted an immense business. Hoadley & Co. then succeeded, and carried on a banking and general commission business, with branches in New Orleans and Greytown, Nicaragua. He was a trustee of The Atlantic Mutual Insurance Co., The St. Joseph Lead Co., and The Hanover Fire Insurance Co. He amassed a large fortune, and withal enjoyed the reputation of being a man of integrity and generosity, as well as of great business ability. He was prominent in St. Thomas's Episcopal Church, and a member of the Union, Union League, Riding, and many country clubs. In May, 1863, he married Alice, daughter of David Wesson and sister of one of Mr. Hoadley's partners. Their children are Edith Howland, Howland, Russell Hotchkiss, and Charles Wesson Hoadley.

CORNELIUS NEVIUS HOAGLAND, M.D., born at the family homestead in Somerset county, N. J., Nov. 23, 1828, is a descendant of two old Dutch families. The emigrant on his father's side, Christoffel Hooglandt, who was born in Holland in 1634, came to New Amsterdam in early youth. He entered mercantile life, married Catherine Cregier, daughter of Martin Cregier, one of the first Burgomasters of New York



W. W. Hoagland

city, and finally, with true Dutch instinct, bought a farm in Somerset county, N. J., which became the family homestead, and died there in 1684. Christopher Hoagland, great grandfather of Dr. Hoagland, was Justice of the Peace for Somerset county in 1776, and two years later a member of the Legislature. Isaac Hoagland, the son of Christopher, was a surgeon in the United States Army in 1796, and died in the service in Florida. His son, Andrew, father of Dr. Hoagland, was born in New Jersey in 1795, and married in 1828 Miss Jane Hoagland, a descendant, six generations removed, of Dirck Jansen Hoagland, an emigrant from Holland in 1657. This marriage united two families of the same name, not related to each other, in America.

At the age of eight, the subject of this sketch went with his father's family to Miami county, Ohio, where he settled on a farm of eighty acres near Piqua. Two years later, his father sold this property and purchased an old time stage house or hotel in West Charleston. This inn, widely known for twenty years, was finally burned to the ground in 1875.

Cornelius, the oldest son, attended village school until 1845 and took private lessons in Latin in preparation for college. He studied medicine with Dr. E. L. Crane, a leading physician of Miami county, and subsequently attended lectures at The Starling Medical College in Columbus and The Western Reserve University in Cleveland, graduating from the latter in 1852. August 10th, the same year, he married Miss Eliza E., daughter of Judge David H. Morris. He then engaged in the practice of medicine in Miami county. In 1854, he was elected Auditor of the county, and re-elected in 1856.

Upon the outbreak of the Civil War, Dr. Hoagland enlisted at Troy, O., in the "Lafayette Blues," which became Company H of the 11th Ohio Infantry. He was made first lieutenant and detailed as A. A. C. S. at Camp Denison, but in October, 1861, became Surgeon of the 71st Ohio, in which capacity he served through the war. He took part in the campaigns in Tennessee, Georgia, Alabama and Texas, being engaged in the battles of Pittsburg Landing, Atlanta, Franklin and Nashville. During the engagement at Nashville, a bullet plowed his breast, the strong lappels of his heavy overcoat alone saving him from a fatal wound. He served on the staff of brigade and division commanders at various times, and had charge of the field hospitals, where he did efficient work.

At the close of the war, Dr. Hoagland returned to Ohio but in 1868 removed to the city of Brooklyn and entered into a partnership for the manufacture of baking powders and kindred preparations.

In 1887, he bought the business of The Cleveland Baking Powder Co., a concern which had been doing business in a small way in Albany, N. Y., became president and general manager of the company, and has managed its affairs with success, down to the present day. The factory is in Brooklyn. Dr. Hoagland is a director of The Peoples' Trust Co., The Dime Savings Bank and The Brooklyn Heights Railroad. In 1887, he founded The Hoagland Laboratory in Brooklyn for original research in the higher branches of medical science, with special departments in physiology and bacteriology, the cost, with equipments, exceeding \$100,000. Dr. Hoagland has donated another \$50,000 as an endowment fund.

He is a fellow of The Royal Microscopical Society of London, a life fellow of The American Geographical Society of New York, a life member of The New York



ROBERT HOE.

Genealogical and Biographical Society and The Long Island Historical Society, regent of The Long Island College Hospital, and a trustee of Syracuse University, Antioch, O., College and the Adelphi Academy. He is also a member of the Hamilton, Union League, Oxford, Brooklyn and Germania clubs of Brooklyn, and the Down Town club, Ohio Society, and Military Order of the Loyal Legion of New York city. His three daughters, two of whom are married, are Cora, wife of George P. Tangeman; Elizabeth wife of Charles O. Gates, and Ella Hoagland.

Outside of his business successes, scientific attainments and gift to science, Dr. Hoagland is a gentleman of refinement, education and pleasing social qualities.

JOSEPH CHRISTOFFEL HOAGLAND, president of The Royal Baking Powder Co., is of Dutch extraction and descends from early settlers in New Amsterdam. He was born in Miami county, O., June 19, 1841, and gained an education in the high schools of Troy. Before beginning a commercial career, he entered the Union army in 1861 and served mainly in the quartermaster and subsistence departments, having been detailed by Governor Tod for special service at Camp Chase in Columbus, O. In 1866, he founded The Royal Baking Powder Co., and has given the product of this concern such world wide popularity through stupendous advertising, that its trade mark alone is now valued at \$10,000,000. He has become, by purchase of the interest of his original partner, William Ziegler, almost sole owner. Mr. Hoagland is president of The New York Tartar Co., the product of which is largely consumed by The Royal Baking Powder Co., is the principal owner in both companies, and a very capable and driving man. In 1880, he served as Presidential elector but politics have never been an important element in his life. He is a member of the Chamber of Commerce, Holland Society and Down Town, Lawyers', and New York Yacht clubs of New York, and the Atlantic Yacht and Hamilton clubs of Brooklyn. At one time, he was commodore of the American Yacht club and owner of the steam yacht Stranger. Mr. Hoagland's city residence is in Brooklyn, and his country seat on the Shrewsbury river, N. J. The latter is a beautiful structure, planned in the style of an old English manor house and surrounded by grounds laid out by Frederick Law Olmsted. By his marriage, in 1865, with Caroline C., daughter of John Matlack, of Dayton, O., he has three children, Raymond, John Andrew and Fanny L. Hoagland. He is a discriminating collector of paintings, his gallery being one of the most notable in Brooklyn.

ROBERT HOE, of the well-known firm of printing press manufacturers of New York and London, was born in the city of New York, in 1839. His father, Robert Hoe, to whom he succeeded in business, was born in New York in 1815 and died at his country residence at Tarrytown in the summer of 1884. Associated in business with the latter, was Richard M. Hoe, they having succeeded their father, Robert Hoe, an Englishman, who came to America in 1802, from the hamlet of Hoes, near Nottingham, Leicestershire, England. The name of Hoe is the Saxon for "eminence" or "hill," being the equivalent of the French "haut." The origin of the family is, therefore, Anglo-Saxon.

Robert Hoe, the elder, established himself in New York as a manufacturer of printing machinery as early as 1820, and was among the first, if not the very first, to make iron printing presses in America. Among his earliest productions was a patented hand press. He also made the first successful single and double cylinder presses, printing from type on flat beds. After his death, which occurred in 1833, his business was con-

tinued by his sons, Richard and Robert, above referred to, who, in 1846-47, brought out the then world-renowned printing press known as the "Lightning" or type revolving machine, for which patents were taken out by Richard M. Hoe. These presses were used not only in America, but in Great Britain.

In 1863, Robert Hoe, the present head of the firm, entered the business as a partner. From that time to the present, his labors in connection with it have been unremitting. During the past ten years, at the head of a large establishment, doubled in size and importance since the death of his father and uncle, and including in its personnel a great variety of talent, he has produced some of the most remarkable pieces of mechanism of the century. The number of employés in ordinarily busy times, is about two thousand engineers and mechanics and the New York and London works cover an aggregate of some eight or more acres of floor space, filled with the most modern tools and mechanical devices capable of producing the extremely accurate work required in printing machinery. Every kind of press is made in this establishment, from the well-known Washington hand press, cylinder presses of all kinds and power lithographic presses, to the large sextuple, quadruple and double supplement machines, now used in all the principal printing and newspaper offices in America, Great Britain and Australia. Any one inspecting the vast printing room of *The New York Herald* on Broadway, or the pressrooms of *The World*, *THE TRIBUNE* and other great dailies of this and other large cities, will see in the presses which are nightly at work there, throwing off printed sheets by the million, examples of the elaborate and superb mechanism which owe their existence to the intelligent enterprise and industry of the past few years.

Mr. Hoe has associated with him as partners, Theodore H. Mead and Charles W. Carpenter. He is not only a man of ability, but of cultivation and intelligence, possessing perhaps the finest library of rare and valuable books in this country, accumulated during what might be styled an industrious leisure. He was one of the founders of The Metropolitan Museum of Art, for which he has labored assiduously for a number of years; one of the founders and the first president of the Grolier club, an institution having literary and artistic aims; and a member of the Union League, Century, Engineers', Players' and other exclusive clubs.

SAMUEL VERPLANCK HOFFMAN, a native of Red Hook, N. Y., born July 2, 1802, died in New York, Oct. 6, 1880. He was descended from Martin Hoffman, who came from Holland about 1660, bought land here, became a large taxpayer, removed to Albany, and later settled in Ulster county. Nicolaes Hoffman, his son, lived in Kingston. Martinus, son of the latter, settled in Red Hook, N. Y., and became Colonel of a local regiment, a land owner and a man of wealth. By marriage and otherwise, several of this family acquired possession of large tracts of excellent land in the valley of the Hudson. Harmanus, son of Martinus, the father of Samuel V. Hoffman, married Catherine, daughter of Philip Verplanck. Samuel studied law, and practiced his profession first in Red Hook, but came to New York city in 1826, and in 1828 established the commission dry goods firm of Hoffman & Waldo, in which he was a special partner. He retired in 1842. He was a director of The Republic Fire Insurance Co., and the The Hoffman Fire Insurance Co.; a member of the Union League club, a trustee of The General Theological Seminary, vestryman of Trinity church, and warden of Christ church in New Brunswick, N. J., where he spent his summers. His marriage

with Glorvina Rossell, daughter of Garrit Storm, the wholesale grocer of this city, brought him two sons, the Very Rev. Eugene Augustus Hoffman, D.D., LL.D., D.C.L., Dean of The General Theological Seminary, and a man of notable philanthropy, and the Rev. Charles Frederick Hoffman, D.D., LL.D., both of this city.

TIMOTHY HOGAN, stevedore, a native of Liverpool, England, was born Feb. 17, 1835. A son of Michael Hogan, warehouseman, he spent his hours of play during boyhood among the ships and steamers which lay in the docks of that port, learned to love the sea, and at the age of thirteen, shipped as ordinary seaman on the packet vessel St. George, owned by David Ogden of New York city. Until 1854, he followed the sea and then gained the place of foreman for Gale & Brown, stevedores in New Orleans. Familiar with the art of stowing cargoes, he became a partner in Brown & Hogan in 1858. When the Civil War broke out, his occupation vanished. He then took a contract for building pits to defend the approaches to the city on Lake Pontchartrain, but the capture of New Orleans put an end to this occupation also and left him a creditor of the Confederacy in a large sum. In 1862, he came to New York city, joined the partnership of Pinder & Hogan, stevedores, and transacted a profitable business until 1869, having the favor of owners of vessels trading to New Orleans. The firm then dissolved. For a while, Mr. Hogan engaged in the building of English tramp steamers in company with friends in the British Isles, and in 1880 aided in organizing the Monarch line of steamers to ply between this port and London. He is a large shareholder in six lines of ocean steamers and president of The North American Transport Co. The ruling passion has in recent years taken possession of him, and he has resumed the business of loading vessels at this port in the firm of T. Hogan & Sons, ranking as the leading stevedores of the port. He is a member of the Produce and Maritime Exchanges, and of the Marine & Field, Atlantic Yacht and New Rochelle Yacht clubs. His sons, Charles W., Jefferson and Arthur F. Hogan, are all members of the firm.

DANIEL HENRY HOLMES, merchant, was born in Clermont county, O., near Point Pleasant, April 28, 1816. His grandfather, who emigrated to this country from Ballymena in the North of Ireland, about 1760, married in America and had a numerous offspring, his sons taking part in the War of 1812. Daniel's father died April 12, 1818, and his mother in the June following. The subject of this sketch lived with relatives on a farm until the age of thirteen, and received two winters of schooling, paying for it at the rate of \$1.50 per quarter. He worked at plowing, picking apples, and gathering corn, his wages being always 12½ cents per day and board. In 1832, he applied for a situation as errand boy in the general store of Eugene Levassor, Cincinnati, secured it, acquired a knowledge of the French language, and was rather a good boy. A desire for travel came upon him in 1836, and he started with his savings of \$300 for the East, as the region from Washington to Boston was then called. In the late fall of 1836, he was engaged by Lord & Taylor, dry goods merchants of New York city, who were then in business at No. 63 Catharine street. On account of being able to speak French, he was sent to New Orleans, and sailed in the good ship Yazoo, Jan. 8, 1837. The cost of the trip was \$100. The Lord & Taylor interest was then represented in New Orleans by Taylor & Medley. This firm, having in 1842 purchased at 45 cents on the dollar a bankrupt stock, offered it to Mr. Holmes at 55 cents on the dollar, they to own two thirds of it, he one third. He agreed to this and took charge

of the goods. In 1845, Mr. Holmes bought the two-thirds interest for \$48,000, paying in forty-eight notes of \$1,000 each, one note maturing each month for forty-eight months, the interest to be 8 per cent. He went to Europe for a stock of goods in 1846, and opened a regular office in New York in 1852, and has since conducted a large and prosperous dry goods business here. He has spent much time in France with his family, and was in Paris during the siege of 1870-71. In 1872, he made his home on the border of Covington, Ky., but lost his wife by death in 1884, gave the homestead to his son and, had he registered, would have been a voter in the city of New York since 1888. He has never belonged to any political organization, military company, society of any name, or any club. He is a Theist in religion and a Democrat in politics. Having as a boy labored ten hours a day for the old Spanish Escalin bit, or York shilling, he would gladly see silver in more general circulation, even if coined at a ratio of twenty-five to one.

ROBERT EMMET HOPKINS, petroleum producer, is a native of the town of Pompey, Onondaga county, N. Y., where he was born, March 24, 1833. His parents were Hezekiah and Susan Hopkins, farmers. His grandfather, Hezekiah Hopkins, came from Connecticut in 1802 to Pompey, situated then in what was little more than a primeval wilderness, helped bring the region into some state of civilization, became a man of influence, and during the War of 1812 served his country as Captain of Militia. The father and mother of Robert E. Hopkins died before the lad was nine years old and left their boy to make his way in life mainly by his own efforts. The manner in which he has worked out his own destiny should encourage every young man who is compelled to face the stern realities of life at an early age, to put forth his utmost efforts to accomplish a like result.

After an education in the local academy, Mr. Hopkins left Pompey at the age of seventeen, and began his career, as do so many other men afterward prominent in affairs, in school teaching, first in Ohio and then in Pompey. At the age of twenty, the young man settled in the village of Brewerton on Oneida Lake in Central New York, and spent several years there in the lumber business. The life of the woods and the mill brought to him sturdy health and the spirit of active enterprise. In 1861, he received an appointment as Under Sheriff of Onondaga county, but this place he resigned in 1862 in order to recruit a company of Union volunteers for the 149th N. Y. Infantry. Receiving a commission as Captain in that regiment, he went to the front with his command, and saw much arduous service in the Army of the Potomac during the next two years. May 3, 1863, he was captured by the Confederates during the bloody battle of Chancellorsville and was incarcerated in Libby prison in Richmond. An exchange of prisoners having been effected, he returned to the regiment July 14th, 1863, and commanded the 149th during the winter of 1863-64, being promoted to the rank of Major, Jan. 20, 1864. Long continued ill health, however, the result of privation in the field, compelled him to resign his commission July 3, 1864, and he returned to the North.

His place at home had been filled, and after a short delay Major Hopkins went to Titusville, Pa., in May, 1865, to engage in the lumber business and prospect for petroleum. The petroleum industry was then in the early stages of its development, and he made little progress in that special field until 1869, but he then met with much success. He continued actively employed in petroleum producing for a number of years.

One of the great problems with which the people of the oil regions had to contend at that time, was the transportation of their oil to market. Railroad charges were excessive and relief was urgently demanded. In 1878, Mr. Hopkins was instrumental in a daring solution of this question, and in the organization of The Tide Water Pipe Co., a corporation having a capital of \$2,000,000, the first to lay a pipe line for the transportation of crude petroleum to the Atlantic seaboard. This enterprise was entered upon as an experiment, and the line terminated at first at Williamsport, Pa.; but its entire success and great value to the producers were soon demonstrated, and have since resulted in an extension of the line to the Kill von Kull, which flows into the harbor of New York opposite Staten Island. The pipe line now transports 3,000,000 barrels of crude petroleum yearly from the oil regions to the markets of the Atlantic coast. From the beginning of this company, Mr. Hopkins has been one of its managers and its very capable and hard-working treasurer. He remained a resident of Pennsylvania until May, 1890, but then removed his family to Tarrytown, N. Y., which has since been his home. His business headquarters are in this city.

Feb. 17, 1886, Mr. Hopkins married Fannie W. Chambers, of Newtown, Pa., and has one son, Robert Emmet Hopkins, jr. He is highly esteemed by the business community of New York city, and has been elected to membership in two or three social organizations, including the Loyal Legion and the Union League club.

LEWIS MARX HORNTHAL, clothing manufacturer, was born in New York city, May 15, 1845. His parents emigrated to this country in 1837 from Bavaria, Germany, and his father was the late Marx Hornthal, merchant of clothing in this city. Lewis attended the public schools during boyhood and after a training in a wholesale notion house, went, in 1867, to his father's store, where he was thoroughly trained as a merchant. About 1868, he was admitted to partnership and since the retirement of his father in 1876 has stood at the head of the house, which now displays the sign of Hornthal, Weissman & Co. The manufacture of clothing has long formed a feature of their operations. They have connections with merchants in the South and West and transact an excellent trade. Mr. Hornthal is a school trustee, a director of The Pacific Bank and Mount Sinai Hospital and a member of the Harmonie club and all the Hebrew charities. He is a gentleman of excellent reputation and good standing. June 1, 1869, he was married to Carrie, daughter of Elias and Eleanor Speyer, and has four children, Milton J., De Witt L., Helen C. and Amy L.

JAMES MADISON HORTON, manufacturer, a native of Rockville, Orange county, N. Y., was born Aug. 3, 1835. Barnabas Horton, his father, a farmer, served his country in the War of 1812. The family trace their lineage to an emigrant who came from the hamlet of Mousely, Leicestershire, England, to Hampton, Mass., in 1633, in the Swallow. Some of them settled on Long Island, N. Y., and the old Horton homestead, now more than a century old, may yet be seen at Southold. James M. Horton had an academy education, spent several years in the cultivation of the farm, and at the age of seventeen began buying farm products for shipment to New York, and at times selling meat to the contractors who were building the Erie railroad. The \$11 profit on these transactions gave him much anxiety, because he fancied that robbers might deprive him of his large wealth. In 1853, he came to New York city to engage in the wholesale trade in milk with a brother and a brother in law. These raw country lads bring into this town so much breezy freshness, independence of character

and courage in facing the world, that they often rise to great distinction and certainly no name is better known in New York than that of Mr. Horton. During 1858-69, he served as president of The Orange County Milk Association, and in 1870, purchased a small ice cream business, put out the sign of J. M. Horton & Co., and began to manufacture upon a large scale. By making ice cream of a finer texture than could be frozen in private houses, using the purest materials, the finest flavors, and various ingenious devices for forming ice cream into curious shapes, Mr. Horton created a business, which has grown every year until the present time. In 1873, the firm reorganized as The J. M. Horton Ice Cream Co., with a nominal capital of \$40,000, Mr. Horton being the president and largest owner. Prosperity has rewarded effort and the plant of the company has grown by reinvestment of profits, until the stores, houses and wagons, ice houses, factory, etc., are alone a great property. He has six stores in this city, and two in Brooklyn, and sells to families, confectioners, restaurants and hotels. He is now the owner of a large area of unimproved real estate and several dwellings and pieces of business property, and a member of the Harlem and Congregational clubs. He was for a time a director of The Hamilton Bank, and, when elected director of The Third Avenue Savings Bank, declined to serve.

DAVID HARRISON HOUGHTALING, tea merchant, born in Kingston, N. Y., May 17, 1834, comes from an old Knickerbocker family and is a lineal descendant of Jan Williamson Hooteyling, who came from Loosdrecht, Holland, to Kingston, N. Y., May 9, 1661. His father was Henry Houghtaling. After leaving his books in Kingston academy, the young man found a clerkship in New York city in 1850. A hard-working, honest youth, he made excellent progress, and in 1860 began the importation of tea on his own account. A splendid merchant, he has always been successful and has been prosperously engaged in this trade until the present time. A man of fine character, he has been elected a director in The Bank of North America, The United States Life Insurance Co., and The Third National Bank, of this city, a trustee of The Franklyn Trust Co. of Brooklyn, and director of The Richmond Railway & Electric Co., and many other corporations. He is a Republican in political faith, and served two terms as Park Commissioner under Mayor Seth Low, but steadily declined public office afterward. He is the owner of goodly real estate in the city of Brooklyn, where he resides. By virtue of his ancestry, he is a member of The Holland Society and also holds membership in the Metropolitan, Union League and Down Town clubs of this city and the Hamilton club of Brooklyn, and was president of the Oxford club for several years. In 1858, Mr. Houghtaling married Laura M., daughter of John McAlister, of Waterloo, N. Y. Their children are Warren R. and Martha Houghtaling.

COLGATE HOYT, banker, born in Cleveland, O., March 2, 1849, is a son of James M. Hoyt, a lawyer and man of high position. The young man attended Phillips Academy, Andover, but, owing to the failure of his sight, left school at the end of the first year. He then secured a place in a hardware store in Cleveland, rose by his own merit, and finally joined his father in real estate operations, becoming himself the owner of desirable properties. During 1877-81, he engaged in loans of money on real estate security. In May, 1881, he removed to New York city to become a partner in the banking and bullion firm of J. B. Colgate & Co. He made his way here with marked success and remained an active member until the death of Mr. Trevor, in 1890. Banking soon led him into intimate relations with large corporations. A gov-

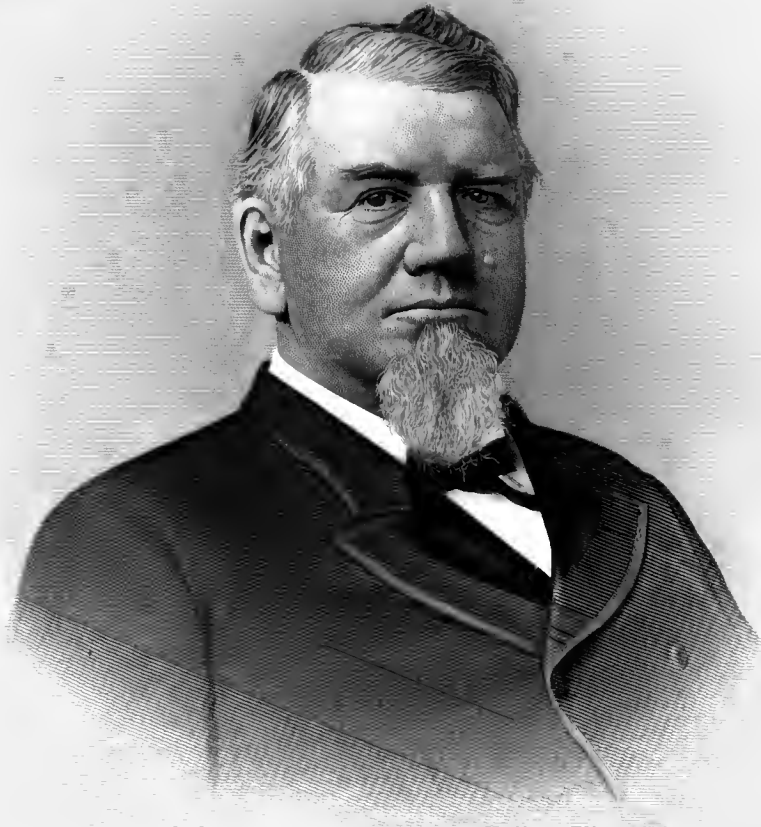
ernment director of The Union Pacific Railroad, 1882-84, he was thereafter a company director but resigned several years later. In 1884, he joined Charles L. Colby and Edwin H. Abbott in The Wisconsin Central Railroad enterprise, these three men becoming trustees of the entire stock of the corporation, and building a road to St. Paul and one from near Milwaukee to Chicago, thus making The Wisconsin Central a through line from Chicago to St. Paul and Milwaukee. They also built The Chicago & Northern Pacific Railroad as a terminal, with splendid passenger stations in Chicago. Mr. Hoyt has also been a director and active spirit in The Oregon Railway & Navigation Co., The Northern Pacific Railroad, and The Oregon & Transcontinental Co., and in 1890 reorganized the latter as The North America Co., with entire success, and under trying circumstances. The American Steel Barge Co., whose shipyard and docks are at West Superior, Wis., is the creation of Mr. Hoyt, who bought the whaleback patents of Capt. Alex. McDougall in 1888, organized the company with a capital of \$500,000, becoming its president and treasurer; and has since employed about 1,500 men and constructed about thirty whalebacks and other vessels of importance. Another of his enterprises is The Spanish-American Iron Co., of which he is an organizer and treasurer, which, with a capital of \$5,000,000, is working the Lola group of iron mines in Cuba. Mr. Hoyt is prominent socially, and is a member of the Metropolitan, Union League, Lawyers', Riding, Fencers', Country, Oyster Bay Yacht, Larchmont Yacht and Seawanhaka Corinthian Yacht clubs, and The Ohio Society. In 1873, he married Lida W., daughter of Judge Charles T. Sherman, and a niece of Gen. William T. Sherman. They have four children living.

EDWIN HOYT, merchant, born in Stamford, Conn., May 15, 1804, died in New York, May 15, 1874. He came from English ancestry and was a son of Abraham Hoyt, a sea captain. Beginning his highly successful career as a clerk in this city in 1823, he rose by application and ability to the head of the dry goods commission house of Hoyt, Sprague & Co. Mr. Hoyt had the conservatism of a prudent merchant, and took part in the direction of The Manhattan Banking Co., The Bank of Commerce, The Fourth National Bank, The Continental Insurance Co., and The New York Life Insurance Co. He married Susan, daughter of William Sprague, Governor of Rhode Island, and his children were Mrs. Sarah H. Lee, Mrs. Susan S. Francklyn, William S. and Edwin Hoyt.

GEORGE ALLEN HOYT, born in Stamford, Conn., Aug. 16, 1811, died in the same place, Dec. 3, 1887. He was a son of Darius Hoyt, a farmer, and Harriet, his wife, gained a district school education, and after a period of training as clerk in a clothing store in New York, carried on for a number of years a large clothing store on his own account. In 1852, he accepted the position of treasurer of The Pennsylvania Coal Co., investing largely in its stock and from time to time increasing his holdings, until eventually he became president of that corporation and one of its principal shareholders. A very active man, he became president or director of several other corporations. Real estate was also a favorite field of investment for him, and he owned a large amount of that class of property both in New York city and Stamford. Aug. 25, 1838, he was married to Sarah Elizabeth, daughter of Elisha and Electa Hawley, of Stamford. To them were born four children, Francis S. Hoyt; Georgianna, who married Albert S. Swords; Ida Morton, wife of Belden B. Brown, of Stamford, and Elizabeth Hawley, wife of Edward A. Day, of Morristown, N. J. After 1851, the family made their home in Stamford.

HENRY SHEAF HOYT, lawyer, born in New York city, died in Pau, Italy, March 18, 1891, in his seventy-second year. His father was Goold Hoyt, a merchant of the early part of this century in this city in the East India and China trade, owner of ships, and one of the founders of The Merchants' Exchange National Bank, besides being one of the vestrymen of Grace Church, who advocated moving the church to its present site on Broadway at 10th street, and interested in old St. Paul's Church, in Norwalk, Conn., where a monument has been erected to his memory by the parishioners. His grandfather was Goold Hoyt, of Norwalk, Conn. Henry graduated from Columbia College, studied law under Judge Goold, of Litchfield, Conn., and practiced with success for a number of years. About the close of the war, he retired from business, and during his last ten years spent most of his time traveling abroad, returning to Newport in the summer time. He was a founder of the Union and a member of the Knickerbocker and New York Yacht clubs of this city. Mr. Hoyt was married April 7, 1836, to Frances, a daughter of William A. Duer, LL.D., president of Columbia College, and a sister of Denning Duer, of New York. His wife survived him. There were no children.

JESSE HOYT, merchant, born in New York city, March 12, 1815, died here Aug. 14, 1882. He was of English and Scottish descent, and a son of James Moody Hoyt, who, for over fifty years a prominent merchant of this city and a man of strict integrity and Christian probity, died at Norwalk, Conn., in 1854. At the age of seventeen, Jesse Hoyt became a clerk in the wholesale grocery house of C. & L. Denison, and in 1836, a partner. In 1838, he retired to engage in the flour and grain business with his father, who had formerly been a member of the firm of Eli Hart & Co. Jesse Hoyt continued in business with his father until 1854, when the firm reorganized as Jesse Hoyt & Co., the members being Jesse, his two brothers, Samuel N. and Alfred M. Hoyt, and Henry W. Smith, and rose to great prominence in the flour and grain trade, having business connections throughout the West and in Europe. Samuel N. retired in 1858 and Jesse and Alfred M. Hoyt in 1881. Jesse Hoyt was one of the most energetic and enterprising merchants of this city. He promoted every interest which would develop the resources of the West and make New York city the commercial emporium of the republic, was a great friend to the Erie Canal, and early displayed an interest in the extension of railroads to the West. He bought great tracts of pine timber lands in Michigan, erected sawmills and carried on an immense business in manufacturing lumber, and built and owned vessels on the lakes to transport the lumber to a market. He also built grain elevators in Chicago, Milwaukee and Jersey City; purchased real estate in promising towns, notably in Saginaw; built hotels, started banks and made other large investments in Michigan and Minnesota. In association with D. N. and A. H. Barney, William G. Fargo, Alfred M. Hoyt, S. N. Hoyt, B. B. Cheney and Angus Smith, he also built and owned The Winona & St. Peter Railroad, now a part of The Chicago & Northwestern system. In building and extending The Flint & Pere Marquette Railroad across the State of Michigan, he was a leading spirit and for years was president of the company. He was also president of, and interested in building, The Milwaukee & Northern Railroad, and projected and built The Saginaw, Tuscola & Huron Railroad. While a director in several banks and insurance companies, his private affairs so engrossed his time, that he generally declined these positions of trust. Mr. Hoyt was an era maker and left an honorable record as a



Mark Hovey.

merchant and a citizen of the community in which he was born and spent his life. One of his strongest traits was manifested in his earnest efforts to help young men to help themselves and to become active and energetic, honorable and truthful in all their dealings with their fellow men.

JOSEPH BLACKLEY HOYT, one of the prominent leather merchants in New York, born Nov. 18, 1813, died in Stamford, Conn., Dec. 27, 1888. He learned the tanner's trade as an apprentice in Connecticut, and at the age of 20, having saved \$1,000, went into a partnership in the hide currying business in New York. In 1848, he formed another partnership, and for six years Rees & Hoyt manufactured leather belting. This partnership being dissolved, Mr. Hoyt, with his brothers, Oliver and William, established the firm of Hoyt Bro's, who made a specialty of fine oak sole leather and belting. This house is yet in existence, and famous. After a few years, the business was divided. Mr. Hoyt withdrew, and with Harvey S. Ladew and Daniel B. Fayerweather engaged in business as J. B. Hoyt & Co., leather merchants and tanners, continuing until failing health compelled him in 1884 to give up all business, except that of director of The Fourth National Bank. He was a man of remarkable energy and purity of character. Mr. Hoyt was extremely liberal, and his fortune enabled him to expend much for charity. He was the leading member of the Baptist Church at Stamford and especially generous toward churches of his own denomination. At one time, he occupied a seat in the Connecticut Assembly.

MARK HOYT, merchant, partner in the well-known firm of Hoyt Bro's, tanners, an earnest, intrepid and driving man, is one of the few in commercial life who have been continuously successful from their youth.

He descends from a very old family, which traces its ancestry through the Somerset branch in England, as far back as Thomas Hoyett of "Sevington Marye," or Seavington, St. Mary, in Somerset, whose will is dated Nov. 10, 1576. There are evidences that the English family, in turn, derived its descent from a German duke, Von Hoyte, of Westphalia, referred to in Weigel's "Book on German Arms," printed in 1696. The founder of the family in America was Simeon Hoyt, one of the first settlers of Charlestown, Mass., in 1628. The emigrant changed his home to Dorchester in 1630, and in 1634 or '35 to Scituate, removing in 1636 to Windsor, Conn., where he located permanently. There, he became a prominent man in the church and community and a large landholder. His sixth son, Samuel, born in 1643, removed to Stamford, Conn. Inheriting the ability of his father, he became a man of high standing in Stamford, and was a Deputy at eleven sessions of the General Assembly, and fourteen years a Selectman of the town. For his services as a soldier in the colonial wars, he received large grants of land. The larger part of his estate descended to his son, Samuel, who was born July 27, 1663. The eldest son of the latter, born March 17, 1709, was a large landholder, and a sergeant in the American Revolution. The second son, Joseph, born Dec. 12, 1739, married Sarah Weed, and their son, Joseph Blackley Hoyt, was the father of Col. Mark Hoyt.

Mark Hoyt, the youngest of a family of ten children, was born May 5, 1835, in Stamford, Conn. He received a good education in the local district school and a boarding-school in Darien, Conn. His father wished that Mark might be his successor upon the farm, but the boy was ambitious, and early in life showed such a decided adaptation to business pursuits, that when he reached the age of sixteen he became an

apprentice for five years, three of which were spent in Rees & Hoyt's tannery in Shokan, Ulster county, N. Y., and two in New York city. As a practical workman, he learned every branch of the industry. After three years as a clerk, he was admitted as a partner in the leather house of Hoyt Bro's in New York city, which had been formed in March, 1854, by Joseph B., William and Oliver Hoyt, to succeed to the business of Rees & Hoyt and W. & O. Hoyt. The new firm were destined to great success. As rapidly as their earnings would allow, they established tanneries of their own in various regions in Pennsylvania and New York, where hemlock bark was abundant, and finally became the owners of several large establishments and a large acreage of bark lands, and the producers of enormous quantities of leather. They became one of the most extensive and wealthy houses in the leather business, adding to their home trade a large exportation of their products to Europe, principally to England.

Mr. Hoyt has always been a Republican in politics, and has voted for every Republican nominee for President from Frémont down to Benjamin Harrison. During the Civil War, he espoused the side of the Union with all the ardor inherited from an ancestry devoted to the cause of freedom. In 1862, he raised and sent to the field the 176th N. Y. Vols.

In 1868, Mr. Hoyt engaged in the brokerage business under the name of Mark Hoyt & Co., but relinquished this in 1870 to return to the firm of Hoyt Bro's, of which he is now the head.

Since the war, Mr. Hoyt has been especially occupied, in addition to his large business interests, with the cause of education. He is a valued trustee and benefactor of the Adelphi Academy in Brooklyn, the Wesleyan University in Middletown, Conn., and the American University in Washington, D. C., which is about to be established by the Methodist Episcopal church. He was elected president of the Board of Trustees of the latter, and served for one year, but was obliged to decline on account of the pressure of business duties. He is also trustee and treasurer of the Drew Theological Seminary in Madison, N. J.

During the six months prior to May, 1893, he was chiefly occupied in promoting the greatest enterprise ever organized in the leather trade, which, for solidity and magnitude, has never been surpassed in the business world, and was the leading spirit in the organization of The United States Leather Co., which is a consolidation of the chief tanning interests of the country for a continuation of the business. It was incorporated with a capital of \$120,000,000, one-half of which represents the actual cash value of the properties purchased. It is believed that in actual value of its properties, this company is superior to any other in the United States. Mr. Hoyt became its first vice-president upon incorporation in May, 1893.

A large employer of labor, Mr. Hoyt has been, both in the United States and during extensive travels abroad, a close observer of the condition and needs of the working classes. Deeply interested in their welfare, he has done much to promote it. He is generous in his dealings with men and never slow to assist the deserving, although impatient with those who would impose upon his liberality.

Mr. Hoyt is as well known by his activity in church work as by his devotion to education and his management of extensive mercantile and manufacturing interests. He is a member and trustee of the Summerfield M. E. Church in Brooklyn, where he resides, and a member of the Board of Education of the Methodist Episcopal church.

He is a man of large physique, agreeable in his manners, and a popular member of various social organizations. Among the clubs to which he belongs are the Union League of Brooklyn, and the Fulton and the Hide and Leather of New York city. He is also a member of The New England Society.

OLIVER HOYT, leather merchant, born in Stamford, Conn., Aug. 15, 1823, died in the same place, May 5, 1887. He had a common school education and learned the currier's trade. In 1844, he removed to New York, where, with his brother William, he founded the firm of W. & O. Hoyt, afterward known as Hoyt Bro's. Their business was from the start lucrative and eventually became one of the largest in the "Swamp." Investment of his share of the profits in banks and insurance companies mainly rapidly augmented Mr. Hoyt's wealth, so that long before his death he was already a man of great fortune. He served three terms in the Connecticut Legislature as a Senator and during two terms was chosen presiding officer. In 1872, he was a Presidential Elector from Connecticut, and cast his vote for General Grant. The \$250,000 Grant fund was mainly raised by Mr. Hoyt's liberality and zeal. Methodist Episcopal institutions and charities he regarded as having an especial claim upon him. One of the founders of *The Methodist*, he was for many years one of the managers of the General Missionary Society of the M. E. Church, and he gave \$100,000 to the Wesleyan University, and \$2,000 to the Wesley Memorial Church, in Savannah, Ga., contributed largely to local Methodist influences, and in 1881 represented his church at the International Assembly of Methodists in London. His will gave \$100,000 to charitable and religious institutions. He was a director of The National Park Bank, The Home Insurance Co., and The Phenix Insurance Co., and a member of the Union League club and The New England Society. Mr. Hoyt left a widow, born Corse, to whom he was married in 1852, and four sons, Edward C., Theodore R., George S. and Walter S. Hoyt, of whom the first three succeeded to his interest in the firm of Hoyt Bro's.

HENRY WILSON HUBBELL, merchant, born in Bridgeport, Conn., Oct. 30, 1805, died in Englewood, N. J., Nov. 13, 1884. The emigrant ancestor, Richard Hubbell, joined the New Haven colony from England in 1645, and settled in Fairfield, of which town he was one of the patentees in 1685. Of his descendants, thirteen served as commissioned officers and about fifty as non-commissioned officers and privates in the American Revolution. The father, grandfather and great grandfather of Mr. Hubbell were owners and at times captains of vessels engaged in the China, West India and coasting trades. In the early part of this century, the energetic youth of New England looked towards the sea as the field whence they would reap their fortunes, as in later days they have turned towards the Great West; and a splendid race of ship masters and merchants arose, who were once the pride of the country and brought our foreign commerce to its zenith in the '50s. Capt. Ezekiel Hubbell, father of Henry W. Hubbell, on his three-year voyage around the world in 1800-2, on the ship *Enterprise*, carried a ship's company of twenty-five, every soul a native American. It is said that this was the first voyage around the world from the port of New York. At the age of fifteen, the subject of this memoir made a voyage as clerk to Manila in the new ship *Ajax*, and became clerk for his brother George in a commercial house in Manila. Here he remained five years, serving meanwhile as supercargo of the brig *Cadet* on a successful voyage to Peru. In 1825, George Hubbell visited the United States and left Henry in charge of the business. Henry returned to New York in 1826, and from that

time on for several years was employed as supercargo of various ships. George died in 1831, and Henry then became a partner with J. W. Peele, of Salem, as Peele, Hubbell & Co., of Manila. A few years afterward, he withdrew to establish himself in Canton but the name was maintained until the firm went out of existence in 1887, the most ancient house in the East. Russell & Co., established at Canton in 1825, ceased to exist in 1891. Until 1867, excepting during the unsuccessful venture with unfamiliar domestic business in New York city, Mr. Hubbell resided mainly at Canton, representing a part of the time, in addition to his own business, the interests of Howland & Aspinwall. During his sojourn in the East, Mr. Hubbell saw the voyage to China change from a five or six months' trip round the Cape of Good Hope to a six weeks' trip by steam from New York, interrupted only by transportation in vans from Cairo to Suez. Instead of sending out Spanish dollars to trade with the Orient, credits on London were established about 1829. Supercargoes were abolished about 1840. Mr. Hubbell witnessed the opium war between China and England and the Tai-Ping rebellion. He entertained Commodore Perry and his officers while on their famous expedition to Japan. He was in Paris in 1830, when Charles X abdicated and Louis Philippe succeeded to the throne, and witnessed the coronation of William IV. in Westminster Abbey in 1833, and, when in Peru in 1824, witnessed the struggle of Spain to save the last of her vice royalties in America. In 1856, Mr. Hubbell returned to New York, and after a year's sojourn in Europe, his wanderings ended. He had traveled 370,000 miles and traversed almost every sea, but had never been overtaken by accident, although he had had many providential escapes. His voyages constituted the historic record of a merchant, each one entered upon with a carefully conceived and special object in view, and all done by sailing vessel up to 1840. They are believed to have been unparalleled by any individual in this country. A man of Mr. Hubbell's active temperament could not long remain idle, and he soon found himself again in the full tide of commerce with the East. In 1865, he was to some extent managing owner of twelve ships and steamers. Among these were the splendid clippers, famous in the era of our finest ships, Sweepstakes, Golden State and Winged Racer. His associate, Robert L. Taylor, and he, persisted in sailing their vessels under the American flag. In November, 1863, the Winged Racer, bound from Manila to New York, was burned by the rebel cruiser, Alabama, causing a loss of \$400,000 to her owners. This loss, and heavy payments for war risks, later violent fluctuations in gold and a financial panic, rendered ordinarily satisfactory collateral for loans of no account, and caused Mr. Hubbell and Mr. Taylor to make an assignment. Much litigation ensued, but Mr. Hubbell was honorably released. In 1874, he was reimbursed from the Geneva award for the loss of the Winged Racer, and later for war premiums paid for insurance. Mr. Hubbell was an indefatigable agent in the spread of American commerce, and took pride in its growth. In the Eastern world he stood forth as a champion for America. A considerate and courtly gentleman, his kindly help started more than one deserving but friendless young man on an honorable career. He was a member of the Chamber of Commerce; one of the founders of The Mutual Life Insurance Co.; a trustee of several institutions, and one of the early members of the Union League club, as well as a liberal contributor to the expenses of the war. He married, March 31, 1836, Jane Maria, oldest daughter of Charles Bostwick of Bridgeport, Conn., and his children were Katherine J., wife of Joseph B. Cumming, of

Augusta, Ga.: Capt. Henry W. Hubbell, U. S. Art.; Elizabeth Bostwick Hubbell and Charlotte B., wife of Wm. L. Whittemore, of Englewood, N. J.

CHARLES I. HUDSON, one of the leading men of Wall street, was born in New York, Aug. 20, 1852, and is one of those whose material success in life was early won and uninterrupted. His father, Isaac N. Hudson, son of a Yorkshire clergyman, came to this country from England in 1830, and was a well known journalist in California and other parts of the country. In 1851, he married in New York Miss Cornelia A. Bogert Haight, daughter of John Edward Haight, a prominent Maiden Lane merchant, and their eldest son was Charles I. Hudson.

The lad was educated in Grammar School No. 13, of which the principal at that time was Thomas Hunter, later principal of the Normal College. At the early age of fourteen, he left school and found employment in Wall street with the firm of S. M. Mills & Co. His first salary was the modest stipend of \$4 per week, but, by the time he was nineteen years old, it had risen to \$1,500 per annum. During the time of his employment by Mills & Co., he was a special and trusted messenger between that firm and Jay Gould. In this capacity opportunities were presented for his transaction of several important missions in such a satisfactory manner that Mr. Gould took a particular fancy to him. As a practical evidence of his appreciation, the great financier, in April, 1875, gave to Mr. Mills, for "that active young man," nine hundred shares of Union Pacific stock, which was at that time under his control. Within twenty days thereafter, the sale of that stock netted over \$19,000 profit. This sum was the foundation of Mr. Hudson's fortune. It enabled him to pay for his seat, purchased in August, 1874, in the Stock Exchange, and to make an independent start in business for himself.

March 1, 1876, he went into partnership, under the name of C. I. Hudson & Co., with Mr. H. N. Smith, the former partner of Jay Gould. In December, 1878, the firm, retaining the same name, was reorganized, Mr. Smith retiring and Robert R. Lear and T. H. Curtis taking his place. That partnership continued until May, 1881, when, yet under the old title, the membership was again changed to Mr. Hudson and A. H. De Forest, with Mr. Henry N. Smith as special partner. In October, 1885, Mr. Smith withdrew and, in 1894, Mr. Hudson's brother, Edward J. Hudson, was admitted to the firm. All three of the present partners are members of the Stock Exchange, a fact seldom paralleled in Wall street offices.

In May, 1891, Mr. Hudson was elected Governor of the Exchange on an independent ticket, receiving over two thirds of the entire vote cast, a satisfactory evidence of his popularity. The term of office is four years. Mr. Hudson has been and is a leading member of the Exchange, and was instrumental in introducing there the so-called trust securities, such as American Cotton Oil, National Lead Co., American Sugar Refining Co., etc. In one year, his firm handled over two and a half million shares of one class alone of these securities, and in one day have handled as many as 90,000 shares.

Mr. Hudson was one of the organizers of The Fourteenth Street Bank in 1888, and recently resigned from its directorate. He is a member of the Manhattan, New York Athletic, Colonial, Larchmont Yacht and New York Riding clubs, was an organizer and is a director of the Thousand Islands club, and belongs to the St. Lawrence River Association and American Jersey Cattle club and other associations.

On June 8, 1876, he married Miss Sara E. Kierstede, of Scranton, Pa. (a lineal descendant of Anneke Jans), and has four children, Percy K., Hendrick, Kierstede and



Charles J. Hudson.



Alfred Hulbert

Alan. Mr. Hudson owns a beautiful country home, "The Ledges," in the Thousand Islands.

HENRY CARLTON HULBERT, merchant, is a son of New England, whose upright, energetic and successful life in the metropolis illustrates the virtues of the Puritan ancestry from which he descends. He traces his descent from several notable families. His paternal ancestor, Lieut. Thomas Hurlbut, came from England with Leon Gardiner about 1635, and afterward settled in Wethersfield, Conn. He served as an officer in the Pequot War. Through the marriage of John Hulbert, son of the pioneer, Dec. 15, 1670, with Honor Treat Deming, daughter of John Deming, he descends from Richard Treat, the father of Gov. Robert Treat, of Connecticut. Both Richard Treat and John Deming were among the patentees of the famous charter, which was granted to Connecticut and afterward concealed in the Charter Oak at Hartford. Amos Hulbert, grandfather of the subject of this sketch, was a soldier of the American Revolution.

The maternal ancestors of Mr. Hulbert were early settlers in the Plymouth colony, Mass. One of them, William Bassett, came to Plymouth in 1621 in the good ship *Fortune*, and the town of Bridgewater, Mass., was set off to him and others. By the marriage of Hannah Hall, granddaughter of Gov. Josiah Winslow, in 1746, to Nathaniel Bassett, of Sandwich, Mr. Hulbert descends from Gov. Edward Winslow, who married in May, 1621, Widow Susannah Fuller White, mother of Peregrine White, the first white child born in New England. Both Edward Winslow and his wife, and William White and his wife Susannah, came to New England in the *Mayflower*, Mrs. Winslow and Mr. White dying during the first terrible winter in Plymouth. The first marriage ceremony in the colony, May 12, 1621, united in wedlock Edward Winslow and Susannah Fuller White. Gov. Josiah Winslow, their son, was the first native born governor and general. He was governor from 1673 until his death in December, 1680, and, in 1675, he was commander-in-chief of the whole military force of the united colonies.

The other maternal ancestor, Thomas Dymoke, of noble family in England, who emigrated to America about 1631, was, in 1635, selectman at Dorchester, Mass. In 1639, the town of Barnstable, Mass., was set off to him and others. Sylvanus Dymock, grandfather of Mr. Hulbert, was a soldier in the American Revolution. Through the marriage of Sarah Hinckley, Oct. 1, 1722, to Theophilus Dymoke, Mr. Hulbert descends from Samuel Hinckley, the father of Gov. Thomas Hinckley.

Mr. Hulbert has traced out lines of direct descent from over twenty of the pioneers who arrived in the colony of Massachusetts before 1640, and, as far as known, none of his ancestors arrived in this country after 1645. He is surely a direct descendant from the best blood of the Puritans, being of New England extraction in an unbroken line of over 250 years.

His father, Amos Geer Hulbert, was a sound, sensible, sagacious man, a carriage manufacturer in Lee, Mass., and his mother, Cynthia Bassett Hulbert, was a descendant of the Dimmock and Bassett families.

Henry C. Hulbert, their only son, was born in Lee, Mass., Dec. 19, 1831. He received a good education at the Lee Academy, and, what was of equal benefit, an excellent training by intellectual and loving parents. At the age of sixteen, he entered the store of William Taylor, of Lee, with whom he had previously spent six months when thirteen years of age, and became a general clerk.

In May, 1848, upon entering the store of Plunkett & Hulbert, who, in Pittsfield, conducted the largest dry goods business in Berkshire county, the young man received from his excellent and experienced father, that which was better than a legacy, and for the lack of which other young men, who are otherwise qualified to succeed, often begin life aimlessly and make a failure of it. His father told him: "You must now learn to depend upon yourself. After this, I shall never give you another command. Hereafter, it will be advice. My last injunction is: 'Wherever you are placed in life, be a man! Never shirk responsibility! If you get into trouble, pay your way like a man, if you have to sell the shirt off your back, and be smart enough not to get caught a second time!'" This sound New England advice was given to a young man capable of understanding its value and of framing his conduct in accordance with it. He began as errand boy at \$150 a year. He soon rose to be a salesman and was then bookkeeper and cashier at \$225 a year. The first year his salary paid only for his board and clothing, and when he left Plunkett & Hulbert he gave them his note for \$27.51, being the balance of that account. His father offered to pay this, but the young man was spirited, and said, "I will pay my own debts." While the business and social ideas of the firm were of the strictest New England character, yet the main result was to make the clerks solid, strong, honest men, and their after lives bore witness to this fact.

In 1851, at the age of nineteen, he felt a desire to enter into a larger field of activity and resolved to go to New York. His father sought to detain him with a promise to establish him in business as a merchant in Lee, Mass. But he was ambitious, confident, and resolved to go. Thereupon, he obtained letters of introduction to three leading firms in New York city, and in February, 1851, started for New York to try to obtain a position. He first called upon Cyrus W. Field, who promptly said "I have no place for you. I know your father. You are of good stock. If you need New York reference, refer to me." The next firm to which he applied were White & Sheffield, dealers in paper and importers of papermakers' supplies. After a few moments' conversation, they requested him to call at 12 o'clock. Prompt to the minute he entered their store. After an interview of nearly an hour, Mr. Sheffield said: "What is your intention in coming to New York?" The young man promptly replied: "If I obtain a position in your house, I shall endeavor to make myself so useful that you will give me an interest in your concern." Doubtless amused but evidently pleased with the boy's frank answer, they gave him a position at \$400 a year. He returned to Pittsfield, gave his notice of leaving to Plunkett & Hulbert, and, March 17, 1851, started for New York with \$15 in money and a determination to accomplish the purpose he had in view. With sound good sense, he resolved to live within his income and he engaged lodgings in a small attic in Willoughby street, Brooklyn, in company with another young man from his native town. At the store, he concentrated his energies upon making his mark. He was willing, energetic, first at the store in the morning, last to leave at night, and alert to opportunities. Although the youngest clerk in the store, he promptly made his usefulness felt. He did not waste his strength in social pleasure, but was always ready for each day's work and brought to the business all the energy of a New England boy, willing to work in any department in which he could serve the firm.

In December, 1851, the bookkeeper was taken sick at the moment when it was imperative to prepare the quarterly account of sales. Mr. Hulbert volunteered his services and succeeded to the entire satisfaction of the firm. After that, his promotion was rapid.

By New Year's, 1852, he had saved sufficient to pay the note he owed Plunkett & Hulbert, and with \$46 in his pocket returned to New York with a light heart and a stronger intention than ever to succeed. He has often said he never felt as wealthy as at the time the note was paid. After two years and nine months of service, a vacancy occurred in the position of head salesman, and he was appointed to the vacant place. He accepted on the condition that he should not be asked to drink with customers or see them around the town. To this he strictly adhered; and, not willing that his success should be built upon the ruin of young men, he has ever insisted that his salesmen should follow the same course, with the understanding that they would be discharged if the rule were broken.

Sept. 13, 1854, on a salary of \$1,000 a year, he married Susan R. Cooley, of Lee, Mass. His fortune Jan. 1, 1855, consisted of a good wife and \$300 due him from the firm. In 1856, he was taken into partnership, the firm name being changed to J. B. Sheffield & Co. Thus was accomplished his original intention; and he proved that he was capable of the performance of a specified task. Let those who lament that life provides them with no opportunities learn from this that it is not the lack of opportunity which keeps them back, but their own inability to make the most of situations presented.

In 1856, Mrs. Hulbert became an invalid, and for three years was almost helpless. It was seven years before her health was restored. The expenses of her illness, only too cheerfully borne by her husband, were, however, a serious drain upon his income; and the panic of 1857, which swept away a portion of his profits, also added to the load. Yet he preserved his credit unimpaired and was only inspired by adversity to the more active exercise of his powers.

The partnership with J. B. Sheffield & Co. ended Jan. 1, 1858. Both Mr. White and Mr. Sheffield were desirous of a renewal of the arrangement, and they offered to increase Mr. Hulbert's interest fifty per cent. The offer was declined.

In March, 1858, Mr. Hulbert organized the firm of H. C. & M. Hulbert, with his cousin, Milan Hulbert, of Boston, as general partner, and Otis Daniell, of Boston, as special partner for \$30,000, the general partners contributing \$5,000 each. Mr. Hulbert then went to Europe and obtained several exclusive agencies for the sale of paper-makers' materials, some of which are retained to this day. In October, 1858, he opened a warehouse at No. 83 John street, and May 1, 1861, moved to No. 13 Beekman street. From that day, Mr. Hulbert's business record has been one of continued progress and prosperity. In 1862, Mr. Daniell withdrew, giving his partners three years' time, without security, to pay for his interest. Milan Hulbert withdrew in 1872. Joseph H. Sutphin and George P. Hulbert, both clerks in the employ of the old firm, were then taken into partnership, and the firm became H. C. Hulbert & Co. It has ever since retained this name. Mr. Hulbert passed successfully through the times of the Civil War, never asking a day's extension of time or a dollar's aid from his special partner. The firm have always borne an honorable reputation, and for years the mercantile agencies have given them the highest grade of credit accorded to any house in the city.

Jan. 1, 1891, Charles F. Bassett, a cousin of Mr. Hulbert and of the same New England stock, who had been brought up under the latter's own training, was admitted to the firm.

Mr. Hulbert has bravely and honorably won an ample fortune and is now a large investor in enterprises not connected with his mercantile business. Owing to his known abilities, he has been called to aid in the management of some of the largest financial institutions in the country. He is a member of the finance committee of The New York Life Insurance & Trust Co.; has been for more than twenty years a director in The Importers' & Traders' National Bank; is one of the executive committee of The South Brooklyn Savings Institution; member of the loss committee of The United States Life Insurance Co., and for years has been the only New York director of The Pullman Palace Car Co., a concern having now \$36,000,000 of capital and over \$26,000,000 of surplus. He is also a director of The Celluloid Manufacturing Co., and a member of the Chamber of Commerce. He is connected with none except the best and strongest corporations.

In August, 1882, Mr. Hulbert lost his wife by death. She was a woman of superior mind and generous sympathies, and had been treasurer of The Brooklyn Industrial School & Home for Destitute Children for many years. Of her two daughters, the older, Susan C., is the wife of Joseph H. Sutphin, one of Mr. Hulbert's partners. The younger is Carolyn B. Hulbert, now the wife of the junior partner, Charles F. Bassett.

Oct. 16, 1884, Mr. Hulbert was married to Miss Fannie D. Bigelow, of Brooklyn.

In 1881, Mr. Hulbert traveled extensively in foreign lands to obtain the recreation needed after a life of incessant activity for more than thirty years. He visited Egypt, Palestine, Greece and Turkey. In 1886, he again made an extended trip, visiting Denmark, Russia, Norway, and Sweden, also making the continental trip. He has at other times traveled extensively both abroad and in his native land. In 1889, he began building a fine mansion in Brooklyn, in which city he has always resided. Placed upon an elevated and desirable site, at No. 49 Prospect Park, West, opposite Prospect Park, 146 feet above tide water, it is constructed of rock faced Indiana limestone, elaborately carved and molded. It is a beautiful example of the Romanesque style of architecture and is one of the finest private residences in Brooklyn. A stained glass window at the head of the staircase landing is illustrative of an incident in the family history of his ancestors, the Dymokes, who held the hereditary title of "Royal Champions" of England. The window represents the Lion Gate, an entrance to Scrivelsby Court in Lincolnshire, the home of the family for many generations; and it depicts the champion, returning in state from a royal coronation, mounted on a white horse and clad in armor as required by law.

Mr. Hulbert is a liberal contributor to every worthy object. An active church member, he was for years the superintendent of the Sunday School of the South Congregational and afterward of the Middle Reformed Church; and on Dr. Ingersoll removing from the Middle Reformed Church, he united, at the earnest desire of his children, with Christ Church, Brooklyn, and is now one of the vestrymen. He is a life member of both the New York and Brooklyn New England Societies, and The Society of Colonial Wars.

FREDERICK HUMPHREYS, M. D., a distinguished member of an old and honored line traces direct descent from the time of William the Conqueror. The founder of the family, Sir Robert de Umfreville, landed in England with the Conqueror in 1066. Then came the great Humphrey de Bohun, hereditary High Constable of England,

and related to the Conqueror. From this branch of the family sprang the Earls of Hereford, Essex and Northampton. The American branch of the family proves its direct descent from Michael Humphrey of Lyme Regis, Dorsetshire, England, who settled at ancient Windsor, Conn., about 1640, and is recorded as a prominent manufacturer of tar and turpentine near Windsor, in 1643. This renders the Humphreys family among the earliest settlers in America, and from these sturdy pioneers have sprung a race of men who have been at the head of every movement, whether of peace or war, which could benefit and consolidate the great country of their adoption.

Dr. Humphreys was born March 11, 1816, in Marcellus, Onondaga county, N. Y. When his family removed to Auburn, N. Y., in 1823, he finished his studies at the Auburn Academy under the tuition of Josiah Underhill, a Quaker teacher. From fourteen to sixteen he was a clerk in a store, and then went South with his uncle and brother and traveled in the clock business. After three years' experience, he returned to manage a farm which his father had purchased, and in 1837 he married Cornelia, daughter of William and Hester E. Palmer, who died in 1840, leaving one son, George, also now deceased. Soon after his marriage, Dr. Humphreys went to help his father-in-law at Chillicothe, O., and there he entered the ministry of the Methodist Episcopal Church. On his wife's death, he returned to Auburn and for five years was an itinerant preacher earning a precarious living, which he eked out by medical practice. Being criticised for this by his ministerial brethren, in 1844 he removed to Utica, gave up preaching and joined his father, Dr. Erastus Humphreys, in the practice of medicine. He studied homœopathy with enthusiasm and soon gained a profitable practice in Utica. In 1848, he entered the Pennsylvania Homœopathic Medical College in Philadelphia. He studied diligently for three years with Dr. Constantine Hering, and in 1850 took his degree as Doctor of Homœopathic Medicine.

In the meantime, Aug. 1, 1843, Dr. Humphreys married Frances Maria, daughter of Alvah Jefferson and Maria Polly Tuttle Sperry of Ludlowville, N. Y. With this lady, he has enjoyed the perfection of domestic happiness, has four children, and only lately celebrated his golden wedding, surrounded by his friends and full of devotion and love for his helpmate of fifty years. In addition to his studies and practice, Dr. Humphreys found time for literary and medical writings. He collaborated with his father a series of "Tracts for the Times," elucidating the new doctrine of homœopathy. He also wrote "Cholera and its Homœopathic Treatment," and a monograph on dysentery. Then a more important work, entitled "Proving of the Apis Mellifica, or Poison of the Honey Bee," and "Proving of the Plantago Major;" but the work of which Dr. Humphreys is justly proud is his heraldic and genealogical "History of the Humphreys Family," published in 1883.

In 1853, the doctor came to New York and at once took the lead in homœopathic circles. He assisted in forming and was prominent in The Central New York Homœopathic Medical Society, which was subsequently transformed into The New York State Homœopathic Medical Society. He was made Chairman of the "Bureau for the Augmentation and Improvement of the Materia Medica" of the American Institute of Homœopathy, and later was called to the chair of Homœopathic Institutes and Practice of Medicine in his old college. He lectured for three years.

He then began to introduce his discovery of combinations of medicine for popular use which he has termed Homœopathic Specifics. This caused a rupture between him-

self and the college and all his professional friends and associates. But he saw his path of duty clear before him. He fought bravely against jealousy, intrigue, rascality and fraud, and triumphed after a weary struggle of twenty-five years. The work of his life has been completed. The specifics manufactured by The Humphreys Homœopathic Medicine Co., which he founded, are now being produced upon an enormous scale and are known all over the world. He has been energetic in the management of his business, and his "Manual," which is printed in English, German, French, Spanish and Portuguese, is being distributed at the rate of 3,000,000 copies a year. The specifics have brought him both fame and fortune. He has also issued a Mentor in the languages named above and a Veterinary Manual.

Dr. Humphreys has always been active in church work. He organized the Methodist Episcopal Church in West Utica, buying the edifice and securing the pastor. He also helped build Trinity Church at Asbury Park, and rendered efficient service in consolidating the Church of the Heavenly Rest on Fifth avenue, of which he has been warden for fourteen years. He has for a long time contributed to Henry Bergh's paper, "Our Animal Friends," and has written many clever verses, both grave and gay. Essentially a home loving and domestic man, Dr. Humphreys belongs to no clubs, but he enjoys himself surrounded by his family in his home on West 39th street. He is loved, honored and respected.

SOLON HUMPHREYS, banker, born Oct. 27, 1821, in Canton, Conn., is in the seventh generation in descent from Michael Humphrey, who came from England and settled in Windsor, Conn., about 1640. Finishing his education with one year in St. John's College, Annapolis, Md., Mr. Humphreys entered the house of William G. Harrison, in Baltimore, in 1838, and 1839-44 was a clerk for E. D. Morgan & Co. in New York city. He then spent nine years in St. Louis in the firm of Humphreys & Thatcher, which he established, and obtained wide reputation as a grocery and commission merchant. In 1853, he returned to New York, and Jan. 1, 1854, became a partner in E. D. Morgan & Co., one of the leading firms of the United States in the sugar, tea and coffee trade. Of this concern, now engaged in banking, he is yet a partner. He was one of the original promoters of The Ohio & Mississippi Railroad in 1852, and later active in the consolidation of the Wabash system of railroads. His firm have been in recent years largely occupied with the negotiation of railroad and investment securities. Mr. Humphreys was at one time vice president and for years treasurer of the Chamber of Commerce, and has been a director of The Ohio & Mississippi, The St. Louis, Iron Mountain & Southern, The St. Louis, Kansas City & Northern, The Peoria & Pekin, The Pittsburgh & Western, and The Toledo, Wabash & Western Railroads; president and receiver of The Wabash, St. Louis & Pacific Railway; receiver of The Illinois & St. Louis Bridge Co.; vice president of The Pittsburgh & Western Railroad; and president of The Painesville & Youngstown and The Pittsburgh, Painesville & Fairport Railroads. Sound judgment and fine mind allied with enterprise have made him a successful man. He illustrates in his own life the best traits of family character handed down through a long ancestry. Nov. 16, 1847, he married Mary Ellen, daughter of Edward Walsh, of St. Louis. His only child, Edward Walsh Humphreys, was born Dec. 15, 1848. The family have made their home at Bergen Point, N. J., since 1856.

NOAH S. HUNT, merchant, a native of Rahway, N. J., died at the Grand Central Hotel, this city, Nov. 12, 1886, at the age of eighty-four. He came to New York when



C. P. Huntington

thirteen years of age, served an apprenticeship as a mechanic, and for many years as foreman had charge of the pattern room of Robert Hoe's printing press manufactory. Later he found employment in a hat factory. Finally he had, by hard work, strict economy and clear-headed sagacity, saved enough to go into the hardware business with one of his younger brothers under the name of I. L. & N. S. Hunt, but in two years discontinued this partnership and organized the firm of Ellis, Hunt & Ellis. Retiring about 1856 with a comfortable fortune, he devoted himself to the care of his property and by shrewd investments largely increased his wealth. His operations were often of an unusual character, frequently being in the nature of discounting notes, accepting as collateral securities usually supposed to be of little value, but out of which he was supposed to have invariably realized a profit. He was a bachelor and led a retired life, avoiding society and in his business dealings acting through his brokers. At his death, he gave happiness to numerous nieces and nephews by giving them his fortune.

WILSON G. HUNT, merchant, a native of New Jersey, born in 1805, died in New York city, Dec. 7, 1892. The son of a farmer, he started in life while a boy as a dry goods clerk in New York. Owing to strong natural powers of body and mind, he advanced rapidly and soon found himself a partner in a dry goods firm in William street. The panic of 1837 swept the firm out of existence, but Mr. Hunt rallied, resumed business, and at a later date gave a dinner to his creditors, at which each found under his plate a check for the amount of his claim with interest. Mr. Hunt rose to great prominence as a wholesale dry-goods merchant and ranked as one of the older generation of business men of the city, among whom he had staunch friends and most of whom he survived. He twice refused a nomination as Mayor of New York but was active in local affairs, and a director of The United States Trust Co., The National Park Bank, The Consolidated Gas Co., The Eagle Fire Insurance Co., The New York Life Insurance & Trust Co., The New York, New Haven & Hartford Railroad, The Globe Fire Insurance Co., The Washington Life Insurance Co., The Delaware, Lackawanna & Western Railroad, and other corporations. Mr. Hunt was twice married, but left no family.

COLLIS POTTER HUNTINGTON, president of The Southern Pacific Co., stands in the very front rank among the list of our remarkable men of action in America.

Mr. Huntington was born in Harwinton, Litchfield county, Conn., Oct. 22, 1821, the fifth of nine children. Leaving school at fourteen years of age, he began work for himself at a compensation of seven dollars a month. Two years later, in 1837, he was in New York city, using the credit, which he had acquired through the letters of mercantile friends at home, to purchase goods, which he disposed of at a good profit. The next that his friends knew of him, he was traveling through the South applying that faculty for negotiation, which was to be exercised later in life in the gigantic enterprises familiar to the whole world.

At the age of twenty-two, Mr. Huntington with his brother Solon opened a general merchandise store at Oneonta, Otsego county, New York, but when the gold excitement of 1849 came, young Huntington, who had already found Oneonta too limited a field for his talents and usefulness, sailed on the 15th of March of that year for the Golden State. He was detained with many others three months on the Isthmus, but, unlike many others, he spent that interval in adding to the \$1,200 which he had drawn out from his business for the expenses of the trip, and by the time he had reached Sacramento he had \$5,000 in hand, in marked contrast with a great many who,

being less usefully occupied on the Isthmus or for other reasons arrived "dead broke."

In Sacramento, he commenced business under the name of C. P. Huntington, but afterward established the well-known hardware house of Huntington & Hopkins, which has continued up to the present day. Numerous anecdotes are told of the marvelous genius for business evinced by Mr. Huntington while trading at No. 54 K street. He studied the market carefully and bought in large quantities when supplies were low and sold in lesser quantities when the prices were high. He was ready to buy almost anything, which was not perishable, at some price or another, and it used to be said of him in those days that if a man could not sell a thing any where else, he could always get cash from Huntington. In 1856 the firm had a fortune.

Almost from the first, Mr. Huntington had realized the tremendous advantages which would accrue from a railroad connecting California with the East. Believing in its feasibility, he led some of his neighbors in Sacramento to join with him, and these seven men bound themselves to do the initial work of an instrumental survey across the mountain. Early in 1861, The Central Pacific Railroad Co. was organized with an original capital of \$8,500,000, and Mr. Huntington started for Washington, armed with maps and charts, to prove to Congress the practicability of the plans devised and to secure from the Government substantial aid. The result of his labors is summed up in the acts of Congress of 1862 and 1864, by which the Government agreed to give lands and bonds to aid in the construction of the road. It was a great triumph for Mr. Huntington and his associates, although the elation of the man, who had done most to achieve it, seems to have been tempered by the thought of what was yet before him. His telegraphic despatch to his co-directors was characteristic: "We have drawn the elephant, now let us see if we can harness him up."

Mr. Huntington at once came on to New York to enlist the aid of capital; and in this field his persistence, courage, financial ability and knowledge of men were put to an exceptionally severe test. The story of his experiences in Boston in the negotiation of bonds cannot be told in the brief outline of this sketch, but it offers an example of financial achievement, in the face of disbelief in the practicability of the great work and doubt of the value of the security proposed, which stamps the daring leader in the enterprise as one of the greatest financiers of the century.

The faith of the four men, Huntington, Hopkins, Stanford and Crocker, is illustrated by the characteristic way in which they solved the first problem of construction, when they agreed to pay personally for the labor of 800 men on the road for one year, and pledged their private fortunes to meet the obligations they assumed. The construction race with The Union Pacific, which was rushed westward while The Central Pacific was pushed eastward, created unbounded excitement and enthusiasm as the wires flashed across the continent daily the progress made. The tremendous strain, the anxieties and difficulties of this construction can never be adequately told. Freights, prices of material and wages rose enormously, and the necessity of paying in gold coin in California at a time when gold was at a high premium was an aggravating feature of these difficulties. A hundred discouraging problems arose, under the burdens of which the builders, had they been ordinary men, must have been crushed; but with Mr. Huntington an unlimited capacity for work, natural powers which had never been impaired by the use of tobacco or liquors, and the rugged physical vitality which was the outgrowth of heredity and early training carried him safely through the ordeal.

After the completion of The Central Pacific, May 10, 1869, Mr. Huntington and his three associates created and built The Southern Pacific Railroad. When Colonel Scott sought to extend The Texas Pacific to the west coast, Mr. Huntington rapidly threw The Southern Pacific across the desert wastes of Arizona and New Mexico, met Colonel Scott's line east of El Paso and continued building eastwardly until he reached San Antonio. In the meantime, he had acquired lines east of San Antonio, consisting of The Galveston, Harrisburg & San Antonio Railway, The Texas & New Orleans Railroad, The Louisiana Western Railroad and The Morgan's Louisiana & Texas Railroad & Steamship Co., which gave his system of lines a tide-water outlet at New Orleans. In order to unify the operations of this vast system of transportation lines, so that the public might receive the fullest benefit therefrom, he organized, in 1884, The Southern Pacific Company, of Kentucky, which unifies in operation a system of transportation lines, consisting of twenty-six distinct corporations, comprising 8,024 miles of railroad and 4,976 miles of steamship lines in the United States, and 573 miles of railroad in the Republic of Mexico. In addition to the foregoing, he is largely interested in other transportation enterprises. He is president of The Guatemala Central Railroad, which is said to be the best built railroad property in the five Central American republics. He has aided the building of railroads and the development of coal mines in Vancouver, B. C. He is president of The Pacific Mail Steamship Co., whose steamers ply between Japan and China, and has promoted steamship lines in Brazil. Mr. Huntington also built and owns a dry dock and ship-building yard at Newport News, Va., which is pronounced to be the best appointed shipyard in the United States.

HENRY AUGUSTUS HURLBUT, merchant, manufacturer and financier, was born in Hartford, Conn., Dec. 8, 1808. He is the son of Ebenezer Hurlbut, who was a prominent merchant of Hartford, Conn., and of Fanny Brewster Hurlbut, his wife, both members of old New England families. The ancestors of his father had made the Connecticut colony their home since 1637, the year in which Thomas Hurlbut, the pioneer, came to America to settle in Saybrook and Wethersfield. On his mother's side, Mr. Hurlbut is descended directly from Elder Brewster, a pilgrim of 1620, who arrived in the new world in that famous old ship, the historic Mayflower, to become one of the founders of Plymouth colony and a bosom friend of Governor Bradford.

The death of Ebenezer Hurlbut, when his son Henry was twelve years of age, resulted in the latter having the advantages of a common school education only. But the young man was resolved to rise. By persistent and personal efforts for self-cultivation, he largely broadened his training and laid the foundation of his future success. At the age of sixteen, compelled to earn a living and appreciating the value of a trade, he apprenticed himself to a hat manufacturer in New Haven, Conn. He learned the business thoroughly. In 1828, his employer died. The industry, capability and intrinsic worth of Mr. Hurlbut then led to his promotion to the position of general superintendent and manager of the business. In 1835, having made himself indispensable to the firm, he was admitted to partnership, without the payment of capital, solely upon his own personal merits.

After much persuasion, Mr. Hurlbut induced his partner to open a branch store in the city of New York, which was beginning to be the commercial center of the United States. Mr. Hurlbut took charge of the store and conducted it with such marked success that, in 1839, the entire business was moved to New York.



Yours Truly
Henry A. Northcutt

In 1843, believing his partner too conservative, Mr. Hurlbut associated himself with the late John H. Swift, under the firm name of Swift & Hurlbut, and the new partnership soon took the position of the leading house in this trade in the United States. The Kossuth hat, so popular in 1851, was a novelty originating with him. His firm engaged in its manufacture on an extended scale, receiving great benefits therefrom, and from its adoption dates the popularity of the soft felt hat in this country. In 1860, the firm of Swift & Hurlbut dissolved by mutual consent, Mr. Hurlbut retiring from active business with an ample fortune.

In 1832, Mr. Hurlbut married a New Haven lady, Susan Rebecca Kennedy, of Scottish descent, and in 1882, their golden wedding was celebrated in Paris by an entertainment at which very many old friends were present. Mrs. Hurlbut died in 1888.

At an early period in his career, he evinced a decided aptitude for the management of financial institutions. He was a progressive man and was called to many positions of trust and responsibility, in all of which he had the good fortune to make a brilliant record. He was one of the founders of The Second National Bank and its first president. He was also one of the incorporators of The Equitable Life Assurance Society and is now a member of its Finance Committee. He was one of the committee selected to superintend the building of the present magnificent edifice at No. 120 Broadway. He has long been a trustee of The Mercantile Trust Co., a director in The Home Fire Insurance Co. and The Mercantile Safe Deposit Co., and long a member of the Chamber of Commerce. His name has added strength to every institution with which it has been connected. He has also been active in social life. One of the oldest members of The New England Society and at one time its president, and for many years a member of The New York Historical Society and The American Geographical Society, he was also one of the original members of the Union League club, and has served as a vice-president. In addition, he holds membership in various other clubs and associations.

In politics his friends point to his consistent record. He allied himself while young with the old Whig party of the days before the war, and when its successor the Republican party was formed, he became a member of that organization. In the dark days of the late Civil War, he was among the foremost in sustaining the Federal government with voice and purse. As a public duty, he became a delegate to the convention in Philadelphia which nominated General Grant for the presidency. At the close of the war, when his friends sought to show their appreciation of his disinterested patriotism by entrusting to him the responsibilities of public office, he persistently refused. From this rule he has never departed, except in one worthy respect. When Governor Dix, his life-long personal friend, urged upon him the position of Commissioner of Emigration, for which his study of the condition and habits of the poorer classes of the old world, during his many trips abroad, had thoroughly fitted him, he consented to take the office, and 1873 the Governor appointed him Commissioner for the State of New York. The Board unanimously elected him chairman, and he held that responsible position for twelve years, when the Federal government took the service under its control. In this field, he had abundant opportunity to exercise the liberal charity for which his life has been distinguished. The record is full of examples of his benevolence.

Mr. Hurlbut has been prominent in religious and charitable works for many years, and he is a member and trustee of the Fifth Avenue Presbyterian Church, The American Seaman's Friend Society and the Demilt Dispensary.

Very often reminded of his own limited school advantages and feeling that a thorough educational training is almost a necessity, he founded a "Hurlbut Scholarship" at Yale University, thereby creating a fund to assist worthy but indigent students; and in accordance with his earnest wishes, each of his sons received a collegiate education, the elder being graduated at Yale University in 1860, and the younger in 1863 at Columbia College, New York city, although neither one elected thereafter a professional life.

His career reveals the secret of the illustrious position of the metropolis of America, which possesses citizens who, while building their own private fortunes, are sufficiently public spirited and patriotic to devote a portion of their time to public affairs and the welfare of the city of their residence. His life has been closely identified with the interests of New York city, and we must class him among the "merchant princes" whose personal history is a vital part of that of the metropolis.

SEYMOUR LEGRAND HUSTED, street railroad president, born in Danbury, Conn., Sept. 10, 1810, died at his home on Clinton Avenue, Brooklyn, June 13, 1887. He was a son of Platt Husted and Mary Barnum, his wife, both of whom were born in the same pleasant old New England town. While a mere boy, young Husted was taken from school and employed in his father's business, which was that of the production of hatters' furs. In 1824, the business and the family were removed to New York. In 1828, the senior Husted died and the entire business devolved upon the young man, who, although only eighteen years of age, proved himself entirely capable of assuming the responsibilities thus thrust upon him. He soon acquired a knowledge of furs, which brought him into requisition among experts in that branch of business.

In 1836, Mr. Husted removed his manufactory to Brooklyn, where he purchased a considerable tract of land and erected extensive buildings. For a number of years, he carried on the business under improved conditions, save during the financial distress of 1837, when, during the general paralysis of all industry, his manufactory was temporarily closed. In 1848, the demand for hatters' furs had so far diminished, owing to the introduction of silk plush, that the manufacture of them no longer yielded a profit. Mr. Husted then abandoned the industry. Two years previous to this, he had established a stage line connecting the outlying districts of Brooklyn with the ferries on the East River front, plying to New York city. In 1853, this stage line gave place to The Brooklyn City Railroad, operated by a company of which Mr. Husted became the first president. Under his administration, this railroad grew into importance and the company now controls a more extensive system of street railroads than any other in the country.

From his earliest residence in Brooklyn, Mr. Husted displayed a deep interest in municipal affairs and bore a prominent part in the progress and development of the city. Besides being for several years an active member of the city government, he was one of the first members of the Prospect Park Board of Control and became a member of the first board of Brooklyn Bridge trustees. His name is found on the list of directors of several of the financial and industrial corporations of Brooklyn and among those of the trustees of many of her charities.

As a member of the Episcopal Church, he was known as a liberal donor, especially in connection with St. Mary's Church, which as a free church excited his warmest sympathy and which he had carefully watched in its growth from a small gathering on the outskirts of a little town to a large and influential congregation in a great city. He was also active in the work of creating the Diocese of Long Island and at his death



L. L. Mumford

was one of the trustees of the Cathedral of the Episcopal Church in Garden City.

During more than twenty-five years, Mr. Husted served as a trustee of The Mutual Life Insurance Co. of New York, serving upon its Finance Committee. In that position, his knowledge of real estate, which was quite exceptional, proved of great value to the vast interests which he served. In fact, many millions of dollars were placed in Brooklyn for the extension and improvement of the property of the company through the freely given advice and assistance of Mr. Husted.

The subject of this sketch was one of the incorporators of The Dime Savings Bank of Brooklyn, was elected its president in 1868, and retained that office until his death in 1887. He devoted his best energies to the performance of the onerous duties of the position, serving without salary, and saw the bank develop from an humble beginning until it had become an institution with nearly 50,000 depositors and notably a great benefit to the working classes. He was also a director of The Nassau and The Montauk Fire Insurance Co's.

Mr. Husted was tall and of fine physique, dignified and gentle in bearing. He had a face which showed deep thoughtfulness and at times was lighted with a smile of peculiar sweetness and at others beamed with mirth. He was positive in his convictions, yet amicable in the careful consideration of questions. Fearless and of unyielding integrity, his advice was much sought by others and always given with kindness and tender sympathy.

In 1832 he married Mary J. Kendall, daughter of William Kendall and Margaret Cochran, and there were born to them three sons and three daughters, William H. Husted, who died July 24, 1890; Charles S. and Seymour L. Husted; Mary Louisa, wife of Edwin Beers; Esther H., wife of Frederic Cromwell, and M. Katharine Husted. Mr. and Mrs. Husted celebrated their golden wedding in 1882.

WILLIAM HENRY HUSTED, born in New York, Oct. 17, 1832, was killed at Broadalbin, N. Y., in the Adirondacks, July 24, 1890, by the accidental discharge of a gun. Upon his mother's side, he was descended from the Cochranes of Scotland. Well educated by private tutors, he then engaged in transportation enterprises with his father. For many years, he held a colonelcy on General Duryea's staff, and aided the recruiting of Union regiments during the Civil War. For several years, he was president of The Broadway Street Railroad, from which office he retired to become president of The Bushwick Railroad. Mr. Husted was also a director of The Brooklyn City Railroad, The Long Island Loan & Trust Co., The Brooklyn Gas Co., The National City Bank and the Brooklyn Academy of Music, life member of the Long Island Historical Society and president of the Brooklyn Art Association. Thoroughly interested in all which pertained to the welfare of Brooklyn, he promoted not only the institutions named, but The Philharmonic Society and The Brooklyn Library, and served on the standing committee of the Diocese of Long Island and as vestryman of Grace Church on Brooklyn Heights, where a beautiful memorial window now occupies a prominent place. He collected many fine paintings, and in later life studied German in order to read various authors in the original. He traveled much and spent several years in the capitals of Europe. A devoted Republican, he never held office, but was a member of the Century club of New York and the Hamilton and Riding and Driving clubs of Brooklyn. In 1871, he married Miss Lillias J., daughter of Frederick S. Littlejohn of Brooklyn, and was survived by his wife and one son, Herbert Seymour Husted.

I.

ISAAC ICKELHEIMER, banker, a native of Frankfort-on-the-Main, who died in New York city in his fifty-eighth year, April 27, 1893, while the great naval demonstration in the harbor in honor of the Columbian celebration was in progress, came to America when a lad of fifteen and began life first as a clerk, and then as a merchant in the jewelry trade. After 1873 he spent three years in Europe. Upon his return, he engaged in private banking with his father-in-law, A. S. Heidelbach, in the firm of Heidelbach, Ickelheimer & Co. He was a clear headed, competent and careful man and slowly amassed a fortune. The Chamber of Commerce admitted him to membership and he was a director of The Importers' & Traders' National Bank, and one of the founders and directors of The Fifth Avenue Bank. Henry R. Ickelheimer succeeded him in the firm.

JOHN HAMILTON INMAN, merchant, was born Oct. 23, 1844, in Jefferson county, Tenn., and is the second son of Shadrack W. and Jane Martin Inman. His father was of English lineage and his mother of Scotch-Irish descent. From this sturdy ancestry, John H. Inman inherited robust physique and unusual brain power. His father was a rich planter in Tennessee before the war, besides being a banker of pronounced success. The family have been staunch Presbyterians through several generations, and the subject of this sketch is himself a consistent member of that denomination.

Mr. Inman's scholastic education was ended with the completion of his academic course. He declined collegiate advantages because of impatience to begin his business life. Employment came to him first in the position of an ordinary clerk in a bank, of which his uncle was president, in a small Georgia town. So efficient did he prove himself, that at the age of sixteen he was made assistant cashier. He resigned this position before he was eighteen years of age, to enlist in the Confederate army with the 1st Regiment of Tennessee Cavalry, and served faithfully to the close of the war.

On returning home, he found poverty where he had left wealth, and widespread devastation in place of prosperity and plenty. His father's fortune had been turned topsy-turvy, and the problem of life through the violence of war had become serious indeed. The impoverished South offered no encouragement, and Mr. Inman, with nothing in his pocket except a soldier's parole, came to New York to make a new start in life. From that day to this, his career has been a campaign of usefulness as well as a triumphal march.

On coming to New York in September, 1865, he secured a clerkship in a cotton house, which position he held for three years, when he was admitted to full partnership in the firm. Two years thereafter, he organized the now internationally well-known house of Inman, Swann & Co., cotton commission merchants, and has been the presiding genius over the destinies of that firm from the hour of its organization to the present time. About ten years after the house of Inman, Swann & Co. had been established, Mr. Inman turned his attention to the railroad interests of the South and rapidly went to the very foremost position in the management of Southern railroads. Latterly, he has almost completely withdrawn from that field of operations in order to enjoy more

leisure than grave official responsibilities will permit. He is a member of the Rapid Transit Commission of this city and has been since its creation. For the material development of the New South, he has probably done more than any other one man. It is estimated that more than \$100,000,000 have been sent to the South for investment through his indirect instrumentality. He has a large following, having won to his support, through brave undertakings and brilliant achievements, men of brains, character and wealth. His personal fortune is great enough not to need counting. Suffice it to say, he is several times a millionaire.

He is identified with the management of many prominent financial institutions, as any conspicuously successful man of affairs naturally would be. He is by no means a great club man, but holds membership in several of the leading clubs, including the Metropolitan and Manhattan, only because his prominent position in the metropolis compels him to belong more or less to such organizations. His home is a far greater delight to him than all the clubs on the Island of Manhattan. He has recently built a grand house at No. 874 Fifth Avenue, and its impressive exterior is only a hint of the luxurious interior. He is to-day, when viewed from all sides, the foremost Southerner in New York.

Mr. Inman was married June 8, 1870, to Miss Margaret M. Coffin, of Monroe county, Tenn. They have six living children, four sons and two daughters. Their eldest son, Hugh Martin Inman, is a student at Yale University, and the other sons are preparing for college.

ADRIAN ISELIN, banker, is a member of one of the best known Hebrew families of this city, which has long enjoyed standing and influence. The son of a merchant who was favorably known to the fathers of the present generation, he began life as an importer of dry goods. Under close, careful and energetic management, his business prospered greatly and he finally retired from active mercantile life the possessor of a fortune, although he retains to this day a special partnership in William Iselin & Co. In recent years, Mr. Iselin has been occupied with banking in A. Iselin & Co., which house was established by him, and with the management of investments in real estate and corporations. He is the owner of coal mines in Pennsylvania, principal proprietor of the Manhattan Athletic club house, the Gallatin Bank Building and other notable realty, treasurer of The Manhattan Storage Warehouse Co., director of the Metropolitan Opera House and connected with various other business enterprises. Years, experience and high character have won for him the respect of this community. His popularity, which might be illustrated in many ways, is fully indicated by the fact that he belongs to a large number of the best clubs in the city, including the Union, Metropolitan, Knickerbocker, Century, Country, Union League, Tuxedo, Riding, Reform, Racquet, New York Yacht, New York Athletic, Seawanhaka Corinthian Yacht, and Down Town. He is one of the patrons of the annual Patriarchs' ball.

GEN. BRAYTON IVES, banker, born in the town of Farmington, Conn., in 1840, comes from English ancestry, the family having been planted in New England several generations ago. Graduating from Yale University in 1861, he entered the Union army as Adjutant of the 5th Conn. Inf. and served throughout the war, being promoted successively to Captain, in October, 1861; Assistant Adjutant General, with rank of Captain, on the staff of Gen. O. S. Terry, March, 1862; Major, 1st Conn. Cav., January, 1864; Lieutenant Colonel, November, 1864, and Colonel of the

regiment in January, 1865. During the last year of the War, he served under Custer and Sheridan and was mustered out in August, 1865, a brevet Brigadier General. In 1867, Gen. Ives went into stock brokerage in Wall street and soon became prominent at the Stock Exchange. Elected vice-president of the Exchange in 1876 and 1877, his associates made him president in 1878 and 1879, and he was a member of the Governing Committee for thirteen years. Retiring from Wall street in 1889, he accepted the presidency of The Western National Bank, April 1, 1890, and has managed the bank capably until the present time. By diligent study of the problems of finance, Gen. Ives has gained the rank of an authority. He is president of The Northern Pacific Railroad, director of The Mercantile Trust Co., The United States Guarantee Co., and The New York Stock Exchange Building Co., and chairman of The Westinghouse Electric & Manufacturing Co. Married in 1867 to Eleanor A., daughter of the Rev. S. B. S. Bissell of Norwalk, Conn., he is father of Winifred, Sherwood Bissell, Eunice and Frances Havens Ives. He is a valued member of the Union League, Metropolitan, University, Century, Grolier, Players', New York Yacht, Tuxedo, and Riding clubs and The New England Society and Loyal Legion. The press has published many essays from his pen. He is a collector of books and bric-a-brac, was a Presidential Elector on the Republican ticket in 1888 and chairman of the finance committee of the centennial celebration in New York, 1889.

DAVID BRINKERHOFF IVISON, publisher, born in Auburn, N. Y., June 28, 1835, is a son of Henry Ivison, a native of Paisley, Scotland, who came to America in 1820, learned the book trade in Utica, N. Y., in 1832 established a book business in Auburn, and in 1846 removed to New York, where he founded the well-known firm of Ivison, Blakeman & Taylor, publishers of school books. David graduated from farm life to which health and taste inclined him for several years, and in 1857 was given a place in his father's store in New York, in due time becoming a partner. The energy of the son enabled the father to retire in 1880 and spend a few years in the quiet enjoyment of life. Competition between school book publishers became so intense a few years ago, that Mr. Ivison's firm with several others united in 1890 to form The American Book Co. If this organization is a trust, it would be well to have more of this class. They have reduced the price of school books, thus benefiting every family in the land. Mr. Ivison is president of the company and is found at his desk daily in the new building adjoining Grace Church, busily administering the affairs of the company. He was married in 1860 to Emeline M., daughter of Daniel Crane. Their children are Sara B.; Eleanor, wife of W. W. Hill; Henry, an associate of his father in business; and William C., vice-president of The Cady-Ivison Co. in Cleveland, O. Mr. Ivison makes his home in Rutherford, N. J., but is a member of several clubs, including the Aldine and Union League of this city, and the Union club of Rutherford. He is an elder in the Presbyterian Church of Rutherford, which he helped to found in 1863.

J.

JOHN C. JACKSON, retired merchant, is a native of Staffordshire Potteries, England, where he was born April 7, 1809. Growing up in the occupation peculiar to his birthplace, he located in New York city in 1830 as an importer of china and earthenware. A capable merchant, he retired in 1869 to enjoy the fruits of well earned success, devoting himself thereafter to stock breeding in Queens county on Long Island, the presidency of the county agricultural society for a number of terms and other local interests. The turnpike built by him from Hunter's Point to Flushing was such a splendid road that the stockholders of the company presented him with a silver dinner service. In 1834, he married Martha M., daughter of Capt. Andrew Riker.

THEODORE FRELINGHUYSEN JACKSON, lawyer, born in Rockaway, N. J., Nov. 16, 1830, is a son of William Jackson, who was a manufacturer of iron, as was his father Stephen Jackson. The forge worked by the latter before the Revolution is yet in existence in 1895. The family contributed several soldiers to the American Revolution. William Jackson, having met with business reverses, removed in 1837 to a farm near Avon, N. Y., but later removed to Brooklyn, N. Y., where he died in 1872. Theodore was educated at the public schools, left home in 1847, studied law with Judge H. G. Onderdonk on Long Island, became acting deputy in the Queens County Clerk's office in 1851, and was admitted to the bar in 1852. The same year, he opened a law office in Williamsburg, now a part of Brooklyn, as Assistant to Corporation Counsel George Thompson, and in 1853, with Paul J. Fish, one of the oldest lawyers in Williamsburg, established the partnership of Fish & Jackson. The firm dissolved in 1861, and Mr. Jackson continued practice alone until 1874, when he became a partner in Jackson & Burr. This latter firm continued in existence until 1895, although Mr. Jackson retired from active labor in 1890. Mr. Jackson's life has been passed in Brooklyn and his practice has been mainly in the field of real estate law and the management of estates. He owns a large amount of realty, mainly in the 18th ward, upon which he has expended a large sum in improvements, especially in the construction of a canal and docks at the head of Newtown creek. City affairs have occupied some of his attention and his strong social and financial standing, coupled with his known integrity, led to his election in 1889 and 1890 as City Comptroller of Brooklyn. In 1882, he accepted the office of Registrar of Arrcars in Mayor Low's cabinet and performed valuable public service for four years in that office. In 1861, he married Cornelia, daughter of Jonathan S. Burr, a lineal descendant of Jehu Burr, one of the first settlers of Springfield, Mass., and afterward of Fairfield, Conn. His clubs are the Hamilton, Brooklyn and Hanover clubs of Brooklyn, and the Bar and Racquet clubs of New York. By virtue of lineal descent from Capt. Stephen Jackson, he is a member of The Sons of the American Revolution. He is also a director of The First National Bank of Brooklyn, The Long Island Loan & Trust Co., The Union Ferry Co., The New York & East River Ferry Co., The Brooklyn Heights Railroad, The Long Island Traction Co., and The Lawyers' Mortgage Insurance Co.

EDWARD SOMERVILLE JAFFRAY, merchant, born in London, England, March 23, 1816, died in New York city, April 23, 1892. His father, John Richmond Jaffray is

remembered as a conspicuous merchant of laces and dry goods in London. In 1809, a branch house was located in New York city by Robert, a brother of John R. Jaffray, and in 1833 Edward S. Jaffray took a place in the New York store. About 1852, the latter succeeded his uncle and adopted the style of J. R. Jaffray & Sons. Soon after the Civil War, the firm reorganized as E. S. Jaffray & Co. The war brought heavy losses upon many New York merchants, but Mr. Jaffray escaped that affliction because, owing to his loyalty, Southern merchants had withdrawn their custom previous to the rebellion. Mr. Jaffray was a large owner of real estate in the city and he had a farm at Irvington. He was a member of the Chamber of Commerce and the Union League and New York Yacht Clubs and a director in The Commercial Union Insurance Co. He married in 1842 Anna, daughter of the Rev. William W. Phillips, pastor of the First Presbyterian Church. The generous nature of Mr. Jaffray responded to the noble influence of his wife, and he disbursed annually thousands of dollars for benevolent objects. His children were Mrs. F. W. J. Hurst; William Jaffray, now deceased; Howard S. Jaffray; Edith, wife of Poultney Bigelow; Ada, wife of James McVickar and Mrs. John R. P. Woodriff.

DANIEL JAMES, merchant, who died at Beaconsfield, near Liverpool, England, Nov. 27, 1876, in his seventy-fifth year, began life as a clerk for Phelps & Peck, merchants of tin, copper and iron in this city. Mr. James subsequently rose to a partnership in Phelps, Dodge & Co., which succeeded the previous firm. In 1831, he made his permanent residence in England being a member of Phelps, James & Co., the Liverpool correspondents of the New York house. As a business man, his career was eminently successful, and he gained general esteem for upright character and superior business capacity. He was a constant and liberal contributor to the best charities, especially during his later years. Marriage brought him five children, D. Willis James, Olivia P., wife of Robert Hoe, Jr.; and three sons in England.

FREDERICK PLUMMER JAMES, banker, born March 26, 1820, in Deerfield, N. H., where his family had resided many years, died in New York city, May 29, 1884. In school, he exhibited marked ability in mathematics. At an early age, he entered a banking office in Wall street, soon after established his own bank, and devoted his life to finance. His house of F. P. James & Co. ranked at his death as one of the oldest in the street. He was a director of The Milwaukee & St. Paul Railroad and many other corporations. He divided his attention between the details of his business and the cultivation of his farm at Cold Spring on the Hudson, in which he was deeply interested. He was a man of great uprightness and enterprise and strong natural powers which had been cultivated by association and travel, an attentive observer and careful thinker and a liberal contributor to many public works. Shortly before his death, he presented a munificent library to his native town and a handsome memorial chapel at Cold Spring also testified to his generosity. An interesting coincidence is the fact that his partner, Horace S. Taylor, died in the office of the firm, just one week before Mr. James. Mr. James was married Dec. 23, 1841, to Julia Lorillard Safford. Their two children passed away before him. Frederick Joseph James graduated from West Point and died from wounds received in the service and Julian James also died after honorable service in the Civil War.

JOSEPH ADDISON JAMESON, banker, born in Lebanon, O., Jan. 29, 1824, died in New York city, Aug. 17, 1890. He came from Scottish stock and was a son of

Alexander Rankin Jameson, a merchant. For many years a wholesale dry goods merchant in St. Louis in partnership with Amos Cotting, he came to New York after the Civil War, and, with Mr. Cotting, engaged in the banking business. The death of Mr. Cotting in May, 1889, proved a severe blow to his old friend and partner. Mr. Jameson grieved deeply, and for a long time was afflicted with sleepless nights, and the burden finally became too great to bear. In 1851, he married Miss Fanny E. Story in Poughkeepsie, N. Y., who survived him with four children, Joseph A., Alexander Rankin, and Minor Story Jameson, and Mrs. R. G. Murphy.

JOHN JAY, lawyer, born in New York city, June 23, 1817, died in New York city, May 5, 1894. His father was William Jay, lawyer, judge and author, and his grandfather, John Jay, first Chief Justice of the United States. The subject of this memoir graduated from Columbia College in 1836, and read law in the office of Daniel Lord, jr. He was born to fortune, having inherited valuable real estate in the city of New York, and was able to devote his fine intellect mainly to public affairs. He was a Republican and an active advocate of the abolition of slavery. An address delivered by him in 1856, on "America Free or America Slave" was circulated by his party as a campaign document. During the Civil War, he aided in the formation of the National Union League and later became one of the founders of the Union League club of this city and its president 1866-70 and again in 1877. Appointed by President Grant as Minister to Austria in 1869, he had the good fortune to negotiate treaties of benefit to his country. Mr. Jay was a favorite speaker upon public occasions and contributions from his pen were always welcomed by the magazines and newspapers. Under Gov. Cleveland, Mr. Jay was appointed one of three commissioners to put in operation the civil service laws of the State, and his associates Messrs. Richmond and Schoonmaker, both Democrats, elected him chairman of the commission. It was he who, pursuant to the request of a meeting of Americans in Paris in 1869, suggested to the Union League club the establishment of an Art Museum in New York. This project, carried out by the members of the club, resulted in the Metropolitan Museum of Art. Mr. Jay married in 1837 Eleanor, daughter of Hickson W. Field, and their children are Col. William Jay, the lawyer; Eleanor, widow of Henry G. Chapman; Mary, wife of William H. Schieffelin; and Anna, wife of Lieutenant General von Schweinitz of the Royal Prussian Army. Col. William Jay is president of the Coaching and Meadow Brook Hunt clubs, a vestryman of Trinity Church, a governor of the Knickerbocker Club and director in The Continental Trust Co., and lieutenant colonel by brevet in the volunteer army of the United States.

OLIVER BURR JENNINGS, oil refiner, a native of Fairfield, Conn., died in New York city, Feb. 12, 1893, in his sixty-eighth year. First in business in New York city, he joined the rush to California in 1849, and in company with Benjamin Brewster established himself in the wholesale clothing business in San Francisco and gained a competency. In 1862, he came East, where he engaged in the petroleum business, and with John D. and William Rockefeller and others established The Standard Oil Trust, becoming one of its directors. Large wealth came to him through shrewdness, persistent enterprise, and his unflinching determination to succeed, and enabled him to gratify the benevolence of his nature and show much kindness to the poor, while also sharing in the management of various large corporations. His clubs were the Union League, Metropolitan, University and New York Yacht.

MORRIS KETCHUM JESUP, banker and philanthropist, born in Westport, Conn., June 21, 1830, springs from English ancestry and is in the seventh generation of descent from Edward Jessup, who came from England prior to 1649, settled in Fairfield, Conn., thence moving to Stamford and afterward to Middleborough (since called Newtown, L. I.), finally locating in Westchester, being noted as a very enterprising man. The parents of the subject of this sketch were Charles Jesup and Abigail Sherwood, his wife, the latter a daughter of Samuel Burr Sherwood of Saugatuck, a member of Congress, 1817-19, and eminent as a lawyer. Charles Jesup was a merchant in his native place and in New York, a Christian gentleman and man of ability. Morris K. Jesup came to New York when eight years old and at the age of thirteen entered the office of Rogers, Ketchum & Grosvenor, manufacturers of engines and cotton machines at Paterson, N. J. He was advanced until he had entire charge of the New York office and of all the buying and shipping. At the age of twenty-two, he organized the firm of Clark & Jesup at 136 Pearl street, this partnership lasting about five years. He then organized the banking firm of M. K. Jesup & Co., afterward merged into the firm of M. K. Jesup, Paton & Co., and later into Jesup, Paton & Co. He also established the firm of Jesup, Kennedy & Co., dealers in railway supplies in Chicago, known later as Crerar, Adams & Co. After leaving Rogers, Ketchum & Grosvenor, he had been offered a partnership if he would give up his business and return to them, but he declined to do this. Afterward, when the firm became The Rogers Locomotive Works, he accepted the vice-presidency of the company in addition to his own business. Mr. Jesup retired from business in 1884, being succeeded by John Paton & Co., in which firm and its successors he has since remained a special partner. Mr. Jesup has long been connected with public institutions and charitable enterprises, aiding them substantially both with his means and with personal thought and labor, giving their affairs, in fact, the same undivided attention as in his busiest days he gave private business. Since retirement from active labor down town, he has had abundant occupation of a nature useful to the public. He has long been a member of the Chamber of Commerce and is one of its vice-presidents and upon its Executive Committee. The measures taken by the New York Legislature for the preservation of State forests emanating from the Chamber of Commerce, were prompted by him, and these laws have been greatly due to his urgent efforts. For many years, he has been connected with The New York City Mission and Tract Society, and since 1881 has filled the office of president. The Five Points House of Industry has always appealed to his sympathies, and, as its president, he has always been ready to aid it with his means and counsel. One of the founders of The Young Men's Christian Association and for years its president, he gave largely to its present building and is one of its trustees. He is also vice-president of The Society for the Suppression of Vice and The Society for the Prevention of Cruelty to Animals, and fills the same office in the Institution for the Instruction of the Deaf and Dumb as well as that of trustee of The New York Geographical Society. In 1881 he built in Rivington street the DeWitt Memorial Church in memory of his wife's father, Dr. DeWitt, and gave it to The New York City Mission and Tract Society. For many years, he has been a trustee of the Union Theological Seminary and contributed a large sum for the erection of one of its principal buildings, now called "Jesup Hall." The American Museum of Natural History has received his attention as its president since 1881 and liberal gifts of money. One of his contributions has been the

magnificent collection of the woods of the United States, costing about \$100,000, which embraces over 400 species of native trees, and as a means of scientific and practical information, cannot be estimated too highly. Among other institutions with which he is connected are The Metropolitan Museum of Art, The Metropolitan Trust Co., The Chicago & Alton Railroad, The Savannah, Florida & Western Railroad and other corporations, and the John F. Slater fund, established by the late John F. Slater of Norwich, Conn., for the industrial education of the negro, of which he has been a trustee and treasurer since its foundation, and the Hospital Saturday and Sunday Association. During the Civil War, he served as treasurer of the United States Christian Commission. He is also a member of the Century Association, the City and Metropolitan clubs, the Rittenhouse club of Philadelphia and the Metropolitan club of Washington. Mr. Jesup has made large gifts to institutions not named above, among them the Woman's Hospital, Children's Aid Society, and Yale and Williams Colleges. Honorary degrees have been conferred upon him by those colleges. Mr. Jesup has always been foremost in all matters of reform in this city, whether in banking circles, public institutions or philanthropic work. By virtue of lineal descent from an ancestor in the war for independence, he is a member of The Sons of The American Revolution.

HUGH JUDGE JEWETT, railroad president, was born July 1, 1817, in an ancient stone house standing upon the farm of Lansdowne near the present village of Glenville, Md., which had been in the possession of the family for several generations. His parents were John and Susannah Judge Jewett. Several of his brothers became men of note. Thomas L. Jewett was for many years Judge of the Circuit Court in the Steubenville district, Ohio, and later president of The Pittsburgh, Cincinnati & St. Louis Railroad, while Isaac W. Jewett, who removed to Baltimore, became president of The Potomac Fire Insurance Co. there. Joshua H. Jewett held a seat in Congress from Kentucky during the terms of Presidents Pierce and Buchanan. The first representative of the family in this country was Joseph Jewett, who came from the West Riding of Yorkshire, England, to Rowley, Mass., in 1639, and was a member of the Colonial Assembly of Massachusetts from 1650 to 1660. Mr. Jewett's mother, Susannah Judge, an eminent preacher in the Society of Friends, was the daughter of Hugh Judge of Philadelphia.

Mr. Jewett began the study of law in the office of Col. John C. Groome in Elkton, Md. He received his authority to practice in October, 1838, and entered upon his legal career in St. Clairsville, O. His abilities soon made him widely known. In 1848, he removed to Zanesville, O., a city then coming into prominence and the seat of a busy industry. Banking soon attracted his attention, and his large and varied practice gave him an opportunity of studying the subject of finance in all its aspects. In 1852, the Muskingum Branch of The Ohio State Bank elected him its president, and thereafter one honor after another was bestowed upon him rapidly. In 1853, he was elected to a seat in the Ohio Senate and was also appointed United States District Attorney by President Pierce. His service in all these several stations added greatly to his prestige and reputation. About this time, Mr. Jewett established a bank of his own in Zanesville in partnership with Charles C. Russell, and then soon became a leading spirit in the promotion of railroad enterprise in the State. Elected a director of The Central Ohio Railroad in 1855, he became vice president and general manager in 1856, and president in the panic year of 1857. Although he resigned all other official positions and brought all





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his influence, the powers of a trained mind, his comprehensive knowledge and untiring energy to the management of the corporation named, he could not save it from insolvency, and in 1859 he became receiver of the road. The duties of this position he discharged to the entire satisfaction of the stockholders. In 1861, he leased the line to The Baltimore & Ohio Railroad upon advantageous terms and retained the presidency for several years.

Mr. Jewett's genial nature, dignity and courtesy of manner and indomitable will made him exceedingly popular in Ohio, and his proved capacity now made him the candidate of the Democratic party for political honors. He had run for Congress in 1860, accepted a nomination in 1861 for Governor of Ohio, and in 1863 was made a candidate for the United States Senate. While he made a strong and effective canvass in each case for the sake of his party, the State was too strongly Republican to permit of an election. He served his party, however, at various times as chairman of State conventions and member of electoral commissions.

In 1868, Mr. Jewett accepted the vice presidency of The Pittsburgh, Cincinnati & St. Louis and the presidency of The Little Miami and Columbus & Xenia Railroads and after a short residence in Cincinnati, established his home in Columbus, O. Now fairly launched upon a railroad career, he undertook about this time, with others, the construction of The Kansas Pacific and other Western railroads. He also became one of the organizers and General Counsel of The Pennsylvania Co., displaying in all these varied capacities the highest qualities of management. After one unsuccessful contest for a seat in Congress from Columbus, Mr. Jewett was elected in 1872 by a flattering majority. These positions were, however, resigned from time to time, after he had removed to New York city in 1874.

In the year last named, Mr. Jewett accepted the presidency of The Erie Railroad under a stipulation to remain ten years. The company was then in serious straits and went into insolvency, May 26, 1875, when Mr. Jewett became receiver and continued to administer its affairs.

The Erie was a magnificent property, which however had been exposed to destructive competition with other trunk lines and to a management which had left the road virtually bankrupt and its stock the football of speculation. In the summer of 1876, Mr. Jewett met the English stockholders in London, explained to them the condition of the property and his plans and received from them every mark of confidence and esteem. When The New York, Lake Erie & Western Railroad Co. was organized, April 27, 1878, Mr. Jewett became president of the new corporation. At the time when his connection with this road began, the company was involved in serious litigation with James McHenry and other London capitalists and its ruin seemed inevitable. Under Mr. Jewett's direction, all questions involved in litigation were decided by the courts both in England and the United States in favor of the company, although serious losses were suffered. The Erie Railroad was practically rebuilt by him, reduced from a six-foot to the standard gauge of 4 feet 8 inches, and laid with steel rails. Access was gained to the anthracite coal field by building The Erie & Wyoming Valley Railroad, to Chicago by The Chicago & Atlantic Railroad, and to Cincinnati by The Cincinnati, Hamilton & Dayton Railroad. The ten years of his connection with the Erie constituted a period of incessant labor, of struggle against tremendous odds, and the pressure of heavy responsibilities. Mr. Jewett was fully equal to the tasks allotted to him

and he displayed ability of the highest order in rescuing the affairs of his company from chaos and placing them on a solid foundation. The story of this anxious and critical period cannot be fully told in these pages, but those whose investments in Erie were saved from destruction by Mr. Jewett's masterly genius, award to him an honorable place among the great leaders of that period in the railroad world. In 1884, Mr. Jewett resigned, owing to impairment of health from an accident from which he never fully recovered. During his active career, he served as a director of The Western Union Telegraph Co., The Metropolitan Trust Co., and other corporations, but in recent years has lived mainly in tranquil retirement, the most of the time upon the old farm near Glenville, Md., which is now in his possession and which he has greatly improved.

Mr. Jewett was married twice, first to Sarah J., daughter of Judge Ellis of St. Clairsville, O. Of their four children, two are living, John Ellis and George Monypenny Jewett, Mary and Charles C. having died. April 11, 1853, he married Sarah Elizabeth, daughter of Julius Chappell Guthrie. To them were born William Kennon, Helen Pamela, and Sarah Guthrie Jewett.

CHARLES JOHNSTON, merchant, a native of County Fermanagh, Ireland, 1845, died in New York city, April 30, 1880. He came to New York at the age of ten, made a modest beginning as errand boy in a dry goods house, became an expert salesman and an authority upon all matters pertaining to silk goods, and during the Civil War, with his brother John, founded the house of J. & C. Johnston, dry goods merchants. Their store grew into a large and well-known establishment. Mr. Johnston was much beloved by his employes for his generous disposition, and ranked among his friends as a well-informed and interesting man. He had traveled to every part of Europe and as far east as Smyrna. For many years, he made two yearly trips to England and the continent in the interest of the foreign purchases of the firm. He gained an ample fortune, which descended to his brother John.

JOHN JOHNSTON, merchant, born on the west bank of Lake Erin, County Fermanagh, Ireland, about 1834, died in New York city, May 15, 1887. He came to America in 1847, followed later by his brother Charles. They were both clerks in the employment of Ubsdell & Pierson, dry goods merchants, and in 1864 engaged in business on their own account as J. & C. Johnston, with the money they had saved. In the depreciation following the close of the war, culminating in the crisis of 1867, while many old houses succumbed, J. & C. Johnston through the able management of the senior partner, weathered the crisis successfully, meeting all engagements promptly and honorably. They had a large branch store in Albany. Mr. Johnston was noted for public spirit and for open-handed gifts to deserving persons employed in the store. Self-educated and well read, he delighted in history and mathematics. In general culture, he attained a breadth which would have reflected credit on a man who had devoted his life to scholarship.

JOHN TAYLOR JOHNSTON, lawyer, born in New York city, April 8, 1820, died, March 24, 1893. A son of John Johnston, merchant, he came from Scottish ancestry. Mr. Johnston graduated from the University of the City of New York in 1839, studied law in Yale College and in the office of Daniel Lord in this city, and entered upon the practice of his profession. From an early period, he was interested in railroads and in 1848 took the presidency of the Elizabethtown & Somerville Railroad, which developed into The Central Railroad of New Jersey. He remained presi-

dent of this company until 1876. Shortly after this date, his active career came to an end, in consequence of ill-health. One of the most public-spirited citizens in town, he aided in establishing the Metropolitan Museum of Art, was its first president, and made handsome donations to its collections. He was an incorporator of the Presbyterian Hospital and for many years one of the council of the University of the City of New York. An incorporator and prominent director of The Niagara Fire Insurance Co., he also sat in the directorate of The Bank for Savings, The New York Life Insurance and Trust Co., The Central New Jersey Land Improvement Co. and the Dolphin Jute Mills. By a life of incessant activity he gained a large fortune, which, however, was somewhat impaired by losses toward the last. Mr. Johnston was a member of the Century club and a supporter of various public institutions. His private collection of paintings, sold in 1876, was known throughout the world.

WILLIAM M'EWEN JOHNSTON, banker, born in Tennessee, July 20, 1850, is a son of Ebenezer Johnston and of Scotch-Irish ancestry. Educated in Washington College, Lexington, Va., 1866-70, Mr. Johnston began life as a clerk in the banking house of R. T. Wilson & Co. in New York city. In 1879, he was admitted as a partner and has since been an active and progressive member of that enterprising firm, paying much attention to the development of railroad traffic in the South and aiding in the development of the mineral and mining industries of that part of the country. Mr. Johnston has now become thoroughly identified with the life of the metropolis and is a member of the Manhattan, Union, Metropolitan, Tuxedo, Racquet, Coney Island Jockey and New York Yacht clubs. Dec. 31, 1892, he married Miss Flewellyn Reese of Macon, Ga., and has one child Viola.

DAVID JONES, brewer, born in New York city, March 14, 1811, died here Jan. 17, 1881. He had the advantage of growing up in a business established by his father and of succeeding to its management, but his native energy resulted in a great expansion of his industry. He had breweries in Newark and Jersey City, N. J., New Rochelle and Williamsburg, N. Y., and at length built a large brewery in town on Sixth street, which was subsequently destroyed by fire. In all, he operated eight breweries and three malt houses. He was the owner of the Scranton Hotel in Scranton, Pa., a director of The Nassau Bank, The Western Union Telegraph Co., and The Star Fire Insurance Co., and member of the Manhattan and Union clubs. He never married and his fortune of many millions was left to his brothers and sisters.

EUGENE JONES, flour miller, born in Fairfield, Conn., in July, 1842, is a son of Obadiah W. Jones, also a flour miller, and a descendant of Edward Johnes, who sailed with Winthrop's fleet in 1629 from Yarmouth, England, reaching Charlestown, Mass., in 1630. The pioneer of the family is believed to have come from Bristol on the borders of Wales. In 1644, he settled at Southampton on Long Island, and rose to influence and position. About the end of the last century, the family name was changed to Jones. Beginning life in his father's flour mill in New York city, Eugene Jones succeeded in time to the business, and with his brother, Frederick, under the name of Jones & Co., carried on The New York City Roller Flour Mills on Broome and Lewis streets. In 1892, Mr. Jones sold his plant and business to a new organization, which he aided in forming, entitled The Hecker-Jones-Jewell Milling Co., a large company having a capital of \$7,500,000, of which he became a director and with which he has since been connected as first vice president. Jan. 25, 1888, Mr. Jones married Julie d'Anterrockes

Dix, daughter of J. Augustus Dix, of Elizabeth, N. J., and great granddaughter of Joseph Louis, Count d'Anterroches, a French nobleman of ancient family, and a connection of Lafayette, who came to this country during the American Revolution. He has one child, an infant. His home is in Tarrytown, N. Y., and is known as Brookside. He has acquired the property on the opposite side of Broadway, surrounding the monument to the captors of Major André, and has converted it into a beautiful park, known as "Brookside Park," building a number of handsome cottages. The André brook, which crosses the property, is the stream at which that unfortunate officer stopped, and it was in the grounds of Brookside that his capture occurred.

GEORGE JONES, publisher, born in Poultney, Vt., Aug. 16, 1812, died in Poland Springs, Me., Aug. 12, 1891. His father was John Jones of England, a manufacturer of woolen goods, who had for those days a large factory in Poultney and who after a few years emigrated to Ohio, where both he and his wife soon died of malarial fever, leaving the subject of this sketch an orphan at twelve years of age. As a young man, George Jones lived in Troy, N. Y., where he met his wife, Sarah M., daughter of Benjamin Gilbert. He afterward came to New York and found employment for a time as clerk in a wholesale dry goods house, and later in THE TRIBUNE office, Henry J. Raymond being there at the same time. In 1842, he moved to Albany and opened a store at the corner of State street and Broadway for the sale of books, magazines and newspapers. Several years later, he left this business to become a private banker. While Mr. Raymond was in Albany, Mr. Jones and he planned a daily newspaper, the result of which was *The New York Times*. Mr. Jones spent the remainder of his life as publisher of that journal. He exhibited marked enterprise in extending the circulation of his paper, but his greatest act was the exposure of the rascalities of the Tweed ring in 1871. The details of the robbery of the city treasury by the Tweed combination first appeared in *The Times*, which gained thereby an enormous sale. It is reported, and is believed never to have been denied, that the Tweed conspirators offered \$1,000,000 to Mr. Jones if he would discontinue his attacks. He had the honor and public spirit to refuse. In time, Mr. Jones obtained a controlling interest in the paper, which brought him a fortune. He was a quiet man, positive in character, tenacious in opinion and a bold opponent, and had the courage to antagonize a large body of his readers by opposing the election of James G. Blaine to the Presidency, finally making his paper Democratic in tone. *The Times* Building which he constructed at a cost of about \$1,000,000 in 1888 was at the time the tallest in the group of lofty office buildings which cluster around what is popularly called Printing House Square. He was married to Sarah M., daughter of Benjamin Gilbert. This union brought them four children: Emma, wife of Uzal W. Ireland; Elizabeth G., wife of Edward J. Lowell; Mary, wife of Henry L. Dyer, and Gilbert E. Jones.

JOHN QUENTIN JONES, banker, who died in New York city, Jan. 1, 1878, at the age of seventy-four, sprang from a long line of Huguenot ancestors, and in his character and personal traits did honor to his line. Early in life, he learned in the old shipping house of Lawrence & Trimble those sound business principles, to which The Chemical National Bank afterward owed its unparalleled success. Mr. Jones was connected with this bank from its foundation in 1833 until his death, was its cashier for several years and after 1844 its president. Under his management, The Chemical Bank accumulated a surplus of many times its capital and took the highest rank among

banking institutions in the city. He was a member of St. Paul's Episcopal Church and generous in his gifts to its institutions

JOSHUA JONES, lawyer, born in this city Oct. 27, 1806, died here March 23, 1888. He was a son of Isaac Jones, from whom he inherited a large amount of local property, including the garden known as Jones's Wood, and in all, over two hundred city lots and buildings. Some of the land lay west of Central Park. Mr. Jones never married. His expenses were moderate, and he bent his energies steadily throughout life, while not engaged in foreign travel, to the improvement of his realty and to accumulation. His brother, John Q. Jones, being president of The Chemical National Bank, the subject of this memoir became a large stockholder in that institution. His friends knew him as a scholarly gentleman of the old school, who preferred a retired and quiet life and careful attention to the increase of his wealth. He left \$8,000,000 to about forty relatives.

HENRY T. JOURNEYAY, merchant, born in Central New York, died in Brooklyn Dec. 24, 1890, about sixty-five years of age. His forbears were Huguenots in France. When he had saved a little money as a dry goods clerk, Lyman S. Burnham and he established a small retail dry goods store as Journeyay & Burnham, in Brooklyn, in 1845, employing one assistant. They displayed so much enterprise, that, in the large quarters on Atlantic street, to which the store finally expanded, they carried on the most extended retail trade in that part of the city. Mr. Journeyay was noted for conservatism, and the old methods of selling goods seemed to him the best and to them he always adhered. A curious fact is that owing to some trivial disagreement, friendly relations ceased to exist between Mr. Journeyay and Mr. Burnham. For nearly twenty years, the partners were almost complete strangers to each other, and nevertheless carried on the business without friction until Mr. Journeyay's marriage, when the partners became completely reconciled. Two children, Henry Perrine and Catherine Journeyay, survived him. He was one of the founders of the Brooklyn Library and the Philharmonic Society.



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MARTIN KALBFLEISCH, chemist, a native of Flushing, Netherlands, born Feb. 8, 1804, died in Brooklyn, N. Y., Feb. 12, 1873. In 1822, the youth sailed to the island of Sumatra, but finding that the Asiatic cholera was raging there, he promptly returned with his ship to Antwerp. Thence he went to Havre, France, and spent four years in commercial enterprise. In 1826, he came to the United States with small means but splendid pluck. In New York city, hard work as a clerk and chemist brought him a little money and, in 1835, he started a manufactory of colors and chemicals in Harlem. After several changes of location, the business, which had prospered under his energetic management, was finally moved to Metropolitan Avenue in Brooklyn. The works now occupy eleven acres of ground on Newtown creek. Mr. Kalbfleisch was a man of clear head, strong common sense and ability. He served in various public offices in Brooklyn and was elected Mayor in 1861. In 1862, his fellow citizens sent him to Congress and in 1867 and 1871 again made him Mayor. Later, they offered him the nomination for Governor of the State on the same ticket with Horace Greeley. In 1854, he was married to Elizabeth Harvey. Eleven children were born to them: Elizabeth W., wife of Robert Robinson; Frederick W. Kalbfleisch; Helen M., wife of Rodney Thursby; Edward L. G., Charles H., Albert M., and Franklin H. Kalbfleisch; Josephine M. L., wife of Robert S. Fleet; Isabella G., wife of James E. Weaver; and John and George Kalbfleisch. He retired from business in 1868 in favor of his sons, who thereupon organized the firm of Martin Kalbfleisch's Sons, which controlled the business until 1886. The sons extended the business and operated not only The Bushwick Chemical Works in Brooklyn, but The Chemical Works in Bayonne, N. J., The Buffalo Chemical Works in Buffalo, N. Y., and The Baltimore Acetate Works in Baltimore. The plant, the largest in this industry in the country, was, a few years ago, sold to a syndicate, composed of men in the clothing business and a few lawyers, who are now operating it.

JAMES ROBERT KEENE, a conspicuous speculator in Wall street, was born in England in 1838, the son of a London merchant. At an early age, he was placed under the care of a tutor and pursued his studies in Lincolnshire until he was prepared to enter a large private school. Remaining in Lincolnshire for three years, he was then sent to Dublin to prepare for a higher course of education in the home of an old master of Trinity. The father of Mr. Keene met with a serious impairment of his fortune at this juncture through injudicious ventures, and thereupon in 1852 took his family to California and settled in Shasta county in the northern part of the State.

Although only fourteen years of age, the subject of this biography, who had acquired an unusually good English education and a fair training in French and Latin, already displayed all the energy and ambition, which have since contributed greatly to his success. His first employment was obtained at Fort Reading in the modest capacity of one of the guards of the animals of the post, which was then in the Indian country. After three months' service, having earned enough money to buy a miner's outfit, he joined the throng of bold and adventurous men who were prospecting every canyon, gulch and stream in search of gold. For several years, he spent his time in mining, freighting, stock raising and milling with indifferent success, and then edited a news-



J. R. Keene

paper for two years. Finding this unprofitable also, he went to Nevada a year or two after the discovery of the famous Comstock lode. Securing some mining property there and reselling it advantageously, he went to San Francisco and there plunged into speculation in mining stocks. Within a few months, he made upwards of \$125,000. He then married Sara, daughter of Col. Leroy Daingerfield, of Virginia, residing at the time in California with her brother, Wm. P. Daingerfield, Judge of the Ninth Judicial District.

In the crash which followed the first excitement in shares after the discovery of the Comstock, Mr. Keene lost all that he had made and found himself nearly penniless in a strange city and with few acquaintances or friends. But he had a spirit which nothing could daunt. Through much hardship for a year or more he struggled, refusing every offer of employment, confident that his only chance lay in speculation, for which he felt he had a natural talent. As operations in mining shares were then largely carried on in the street, he secured some business and attracted the attention of Senator C. N. Felton, then a member of the Stock Exchange and a large operator, and transacted Mr. Felton's business for some time. When that gentleman became Assistant United States Treasurer in San Francisco, he offered his seat in the Stock Exchange to Mr. Keene. The latter did not have the money with which to purchase the seat, and took it with the understanding that, if he were elected, he would, when called on, pay the price which seats commanded at the time of the demand. Once in the Board, he rose rapidly to great influence in that organization, made a large amount of money and was elected president of the Stock Exchange. By purchasing the stocks of the California and Consolidated Virginia mines, known the world over as the Bonanza of the Comstock lode, he made in these and other stocks of which he held large quantities, a fortune of about \$6,000,000. When the Bank of California failed, Mr. Keene became one of the four contributors of a million cash to the guarantee fund of \$8,000,000, necessary to secure the depositors of the Bank against loss and enable the institution to continue in business. Largely through his influence in the Stock Exchange, a resolution was carried through that body contributing \$500,000, and his personal exertions secured from the leading brokers a contribution of nearly as much more. The Bank resumed operations and the State was saved by the guaranteeing syndicate from a panic, from which the people of California would have taken years to recover.

The strain of large operations had now so undermined his health, that Mr. Keene was advised by his physicians to go to Europe for a long rest. Arriving in New York in the Spring of 1877, en route for the old world, he found the stock market here demoralized and prices as low as they had been in the panic of 1873. Having large capital at his command, he deferred his trip abroad; bought nearly all the leading stocks; displayed all his old energy in advancing the market; and in the Autumn of 1879 sold out with a profit of over \$9,000,000. Then, feeling entitled to a rest, he visited Europe. Since his return he has been a resident of New York city. He has since taken part in many daring operations and has engineered large speculations. These have not always enriched him. On the contrary, he has at times met with the experience common to those who contribute to the activity of the street and thereby tempt the unscrupulous to organize against them. Mr. Keene is, however, usually more than a match for all combinations, is a man of large fortune, and one of those who in these later days impart vivacity to Wall street.

His home is at Cedarhurst on Long Island and he is steward of the Jockey Club and a member of the Rockaway Hunt Club. His children are Foxhall Parker Keene, who married Miss Lawrence of Bay Side, L. I., and Jessie Harwar, wife of Talbot I. Taylor of Baltimore.

HENRY KEEP, railroad president, a native of Jefferson county, N. Y., died in New York city, July 30, 1869, at the age of fifty-one. A part of his remarkable energy can be traced to the fact that his first occupation was farming, in which he began as an apprentice. After experiencing poverty for several years, Mr. Keep found employment in Honeoye Falls as a teamster. By careful saving, he gained a small sum of money which he invested in depreciated currency during the panic of 1837, the return of better times bringing him a handsome profit. He then bought Canadian bank notes, which were at a discount on this side of the border, took them to Canada and received payment for them at par. A bank of his own was soon opened in Watertown, N. Y., and, later, several country banks in that part of the State. A strong mind, practical energy and clear head fitted Mr. Keep for a larger field, and he finally removed to New York city, invested his profits in railroads and thereafter was mainly known as a large and successful manager of this class of properties. In 1861-63, he was treasurer of The Michigan Southern Railroad, and for a while, in 1866, president of The New York Central, and after 1868, president of The Chicago & North Western Railroad. He was also president of The Cleveland & Toledo Railroad and controlling owner of The North Indiana Railroad. Mr. Keep was famous for keen sense of humor, fine conversational ability and whole-hearted liberality. One of his latest endeavors was to start a National Academy for the Advancement of Art, for which he promised \$1,500,000. His wife and one daughter survived him.

CHARLES KELLOGG, merchant, originated in Newington, Conn., where he was born July 24, 1825. He died in this city Oct. 24, 1892. A descendant of Governors Welles, Pitkin and Saltonstall of Connecticut, and the son of Gen. Martin Kellogg, manufacturer and farmer, and of Mary Welles, his wife, Mr. Kellogg traced his remote ancestry to Joseph Kellogg, an Englishman, who settled in Deerfield, Mass., in 1631. At the time of the Deerfield massacre, the Kellogg family were scattered, some of them being captured and when reunited moved to Connecticut. At the age of twenty, Charles Kellogg left school to enter a commission house in Philadelphia. Later, he founded, with James L. Brumley, the dry goods commission house of Brumley & Kellogg in New York city. Failing health compelled him to retire from active labor in 1870. He was interested in The Bowery Savings Bank, The Metropolitan Plate Glass Insurance Co., and several insurance companies, in which he was a director. Married first to Anne M., daughter of Robert Davidson, D. D., after her death in Italy, in 1870, he married Ellen, daughter of John H. Prentice of Brooklyn. His wife and three sons survived him, the latter being Charles Prentice, John Prentice and Martin Welles Kellogg. He was a member of the Union League club, The Genealogical Society, The New England Society and The Sons of the American Revolution.

EDWARD HENRY KELLOGG, oil manufacturer, is a native of Ira, N. Y., and was born Sept. 1, 1828. His father, Silas Kellogg, was a farmer and his maternal grandfather, Capt. James Simpson, a soldier of the American Revolution. Educated in the Victory Academy and the Quaker Seminary in Venice, in his native county, the young man found his first employment as a clerk in Auburn and later in Rochester.

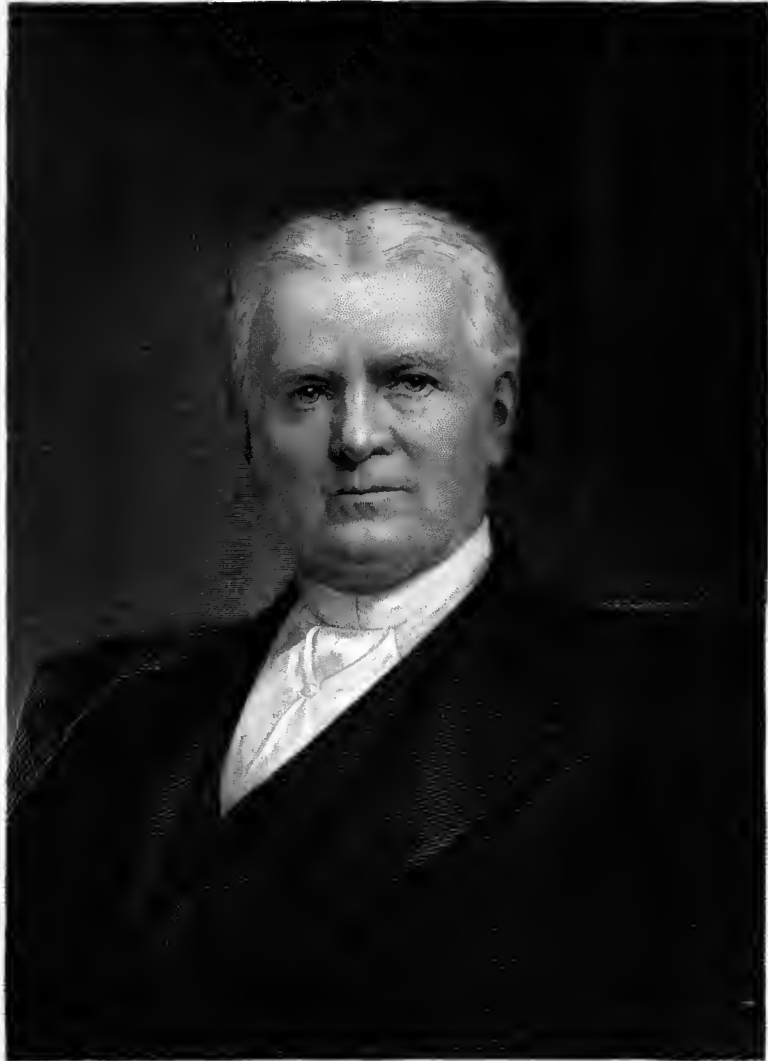
Coming to New York city in 1851 to accept a clerkship in a produce commission house, he rose by application to a partnership in 1854. In 1858, he began the manufacture of lubricating oils from animal and vegetable substances, but when petroleum was discovered, he adopted that oil as a base and his firm of E. H. Kellogg & Co., has since carried on a safe, sound, and profitable business. A keen and energetic merchant, his prosperity is of his own making. In 1876, he opened a branch house in Liverpool and now sends his cylinder and machinery oils to all parts of the world. He has joined the Union League and Down Town clubs of this city and the Hamilton club of Brooklyn. In 1860, he married Charlotte, daughter of Francis Fickett, an old resident of this city, a native of Maine, whence he came to New York and rose to eminence as a ship builder. Mr. Fickett and his associates built the Savannah, the first steamer which ever crossed the Atlantic Ocean, became an alderman in New York, and was until his death in 1843 confidential agent of John G. Coster with fullest power of attorney.

EUGENE KELLY, merchant and banker, born Nov. 25, 1806, in County Tyrone, Ireland, died in this city, Dec. 19, 1894. He sprang from an ancient and honorable family. One of his direct ancestors sat in the Irish Parliament of 1585. The father of Mr. Kelly was Thomas Boye O'Kelly, of Mullaghmore. A feud between two branches of his family arose in the reign of Queen Elizabeth, who decided against the Mullaghmore branch, much of the property of the latter being confiscated. Becoming greatly impoverished, the head of this line migrated from Mullaghmore during the seventeenth century to the North of Ireland, where he purchased a small estate. There is a tomb stone of the seventeenth century in a churchyard near the property, which records the burial of the first of this branch of the family in the North. The quaint Latin inscription thereon announces the fact that William Boye O'Kelly was the representative of the Mullaghmore O'Kellys, a great majority of whom had been buried in the Abbey of Kilconnel, founded by them in the middle of the fourteenth century, the first abbot having been Hugh O'Kelly of Mullaghmore. In 1798, Mr. Kelly's father, having been drawn into the political troubles of that year, decided to drop the distinctive title of O'Kelly of Mullaghmore, which was inscribed upon his tomb, nevertheless.

The splendid vigor of body and mind which distinguished the subject of this memoir during his whole career, reminded one always of his healthful early life and the intellectual prominence of his ancestors. He remained in Ireland until the age of twenty-four, and then, believing it hopeless to make his way in his native land, in view of the disabilities to which Roman Catholics were exposed in those days, resolved, like many a son of an old Irish house, upon seeking his fortune across the seas. He expected at first to go to Peru, but, changing his mind, came to this country. He landed in New York city with a letter of introduction to Donnelly Bro's, and a hundred pounds sterling, the proceeds of the sale of some land near Derry, which had been deeded to him by his mother. He secured a clerkship in the house of Donnelly Bro's of South William street.

After being some years with the Donnellys, who were a well-known importing firm, Mr. Kelly with their aid established a modest business of his own in Maysville, Ky. About a year later he went to St. Louis, where he established a branch dry goods house of the Donnellys, adopting the title of Eugene Kelly & Co. Shrewd, energetic and capable, he prospered greatly in this field. A flood of population was





Eng^d by H. B. Hall's Sons, New York

EUGENE KELLY.

then pouring into the Mississippi valley, and merchants of the distributing centers found it easy to extend their trade rapidly. In 1848, the people of St. Louis had already accounted Mr. Kelly a wealthy man.

When the country was surprised by the discovery of gold in California, Mr. Kelly promptly resolved to extend his trade to the Pacific coast and open a branch store of Eugene Kelly & Co. in San Francisco, the certainty of adding to his fortune being apparent to his acute mind. Late in 1849, Mr. Kelly took a train of mules across the plains, his guide being the famous scout Aubrey, known as the "White Cloud of the Prairies." After numerous dangers and hardships, Mr. Kelly succeeded in reaching San Francisco in January, 1850, and opened his store in partnership with Joseph A. Donohoe, Daniel T. Murphy and Adam Grant. Payments were made in those early days in gold dust, which everybody carried in bags, and this led Mr. Kelly gradually into the purchase of gold dust and nuggets for shipment to the East, and this, again, led him into a regular banking business. After a successful career of ten years, the old dry goods firm of Eugene Kelly & Co. dissolved, the business being continued by the junior partners, Messrs. Murphy and Grant, under the title of Murphy, Grant & Co. The house yet flourishes as one of the best known and most respected on the Pacific Coast.

In 1861, Mr. Kelly founded in San Francisco the banking house of Donohoe, Ralston & Co. and in New York the banking house of Eugene Kelly & Co. In 1864, Mr. Ralston retired, and, associating himself with D. O. Mills, subsequently became one of the leading financiers of the West. The San Francisco bank then took the name of Donohoe, Kelly & Co., Mr. Donohoe managing partner, and so continued until 1891, when the partners incorporated as a joint stock company under the title of The Donohoe-Kelly Banking Co. From the day of its origin, the San Francisco concern enjoyed great prosperity.

After 1860, Mr. Kelly's visits to San Francisco practically ceased and he devoted his entire time to the New York house. For more than thirty years, he was a prominent figure in Wall street, engaged in large operations usually with entire success. In May, 1894, the house of Eugene Kelly & Co., was dissolved, Mr. Kelly having long intended to retire from the banking business in order to devote himself to the management of his private property. His retirement at the close of an honorable career extending over sixty-four eventful years, elicited from the financial world and the newspaper press of both coasts, comments upon his character and successes, of an exceedingly flattering nature.

Large means enabled Mr. Kelly to take part in many important enterprises. He founded The Southern Bank of the State of Georgia in the seventies, and helped to rebuild the Town Hall of Charleston, S. C., after the war. He was a director in The National Park Bank, The Bank of New York, The Equitable Life Assurance Society, The American Contracting & Dredging Co., The Emigrant Industrial Savings Bank, The Equitable Gas Light Co., The Title Guarantee & Trust Co., and The Atlanta & Charlotte Air Line Railway, and president of The East & West Railway. Mr. Kelly was also a member of the Chamber of Commerce and of the American Museum of Natural History, one of the original life members of the Academy of Design, a patron of the Metropolitan Museum of Art and a member of the Geographical Society. He was for thirteen years a member of the Board of Education, and in 1884 was chairman of

the Electoral Committee of the State of New York. He helped found the Catholic University of America and sat in its directorate at the time of his death, and was also a trustee of Seton Hall College. Public spirit led him also to act upon numerous committees, such as those which built the Roman Catholic Cathedral, the Washington Memorial Arch, and the Bartholdi Statue. A number of excellent clubs elected him to membership, including the Manhattan, Democratic and Catholic.

Mr. Kelly married first Miss Donnelly, sister of Terence Donnelly, his former employer. This union brought them one daughter, Eugenia, wife of the late James A. G. Beales of New York. Mrs. Kelly died in 1848. In 1857, Mr. Kelly again visited New York, when he married Miss Margaret Hughes, a niece of the late Archbishop Hughes. His wife and four sons survived him, the latter being Eugene, Edward, Thomas Hugh and Robert J. Kelly.

The subject of this memoir enjoyed an excellent reputation for business ability and integrity. He amassed wealth by honorable means, and used it generously in promoting education, in relieving distress and in endowing Roman Catholic institutions and churches. He was broad and liberal in his charities, making no discrimination on account of either creed or race. For a long time, the cause of Ireland enlisted his active interest and he longed for the time to come when the people of his native land might enjoy political liberty. To the \$150,000 fund, raised to aid the cause of Home Rule in the elections to Parliament, he contributed \$20,000 and was conspicuous as president of the National Federation and treasurer of the Irish Parliamentary Fund. America supplies no opportunities for men who do not deserve success, but for those who are resolved to rise by diligent labor, wise self restraint, good character, and the exercise of the talents with which nature has endowed them, no country in the world presents a more favorable scope for their activities than the United States. Of this, the career of Mr. Kelly is an excellent illustration.

GEORGE KEMP, merchant, a native of County Cavan, Ireland, born in 1826, died in New York city, Nov. 23, 1893. He was a son of Edward Kemp, a farmer, and traced his ancestry to the Kemps who emigrated from England to Ireland in the time of Cromwell. Coming to the United States in 1834, he was educated in the public schools, and while yet a young lad entered the employment of Murray & Lanman, importers and exporters of drugs and merchandise. With this house he remained until his death, with only a short interval in the '40's when he went to Janesville, Wis., then in the wild west, to found a drug house. With integrity, ability and remarkable capacity for work, he advanced step by step until he became a partner, and eventually the sole proprietor of the firm which then became and is yet known as Lanman & Kemp. He retired from actual participation in the business in 1867, continuing as special partner only. He invested largely in real estate and owned several important properties up town. With his fellow members of the Union League club, he was a public spirited supporter of leading public institutions. Mr. Kemp married Juliet Augusta, daughter of Francis Tryon, who survived him with four children.

ISAAC CHOATE KENDALL, merchant, only child of Ephraim and Lydia Choate Kendall, born in Ipswich, Mass., Jan. 27, 1800, died in Newport, R. I., Aug. 18, 1878. His ancestor, Francis Kendall, came from England and settled in Woburn, Mass., in 1640. At an early age, Mr. Kendall went to Boston to begin life, and when twenty-six years old entered into partnership with Lewis Tappen, a leading and success-

ful merchant, whose warm friendship continued until the close of a long life. In 1824, Mr. Kendall came to New York and carried on a mercantile business until 1849, being well known among old merchants here. He retired from active business and became largely interested in real estate. He clearly foresaw the possibilities of the then very limited city of New York and prophesied its present vast dimensions to friends, who, however, thought his expectations visionary. His was a particularly genial, warm-hearted and unselfish nature, and a sympathetic understanding of the troubles of others, enabled him to look upon them as his own. His long career was strongly marked by perfect integrity and steadfastness and an indomitable desire and purpose of right doing. "I cannot imagine," he once said to a friend, "any one hesitating to walk right through the fire, if duty so called." A Republican, a member of the Union League club, and a strong Abolitionist, his sincere sympathy with the cause led him to write many articles in behalf of the slaves and to use his influence to right their wrongs. Mr. Kendall was twice married.

WILLIAM BURRAGE KENDALL, merchant, born in Sterling, Mass., March 1, 1831, is a son of Pierson T. Kendall, a physician and of English ancestry. He was educated in a private school and at Groton Academy, and then found employment as a clerk in Boston in the office of Henry P. Fairbanks, the first treasurer of The Bigelow Carpet Co., an important corporation, which now has a capital of \$1,000,000 and factories in Clinton, Mass. In 1855, he became the New York agent of The Bigelow Carpet Co., and yet holds this position. Mr. Kendall is an active spirit in financial life and is a director of The Equitable Life Assurance Society, The Mechanics' National Bank, The State Trust Co., The American Surety Co., The Queen Insurance Co., The Long Island Railroad, and The Brooklyn Trust Co. He is a member of the Merchants' and Lawyers' clubs and New England Society of this city and of the Hamilton and Montauk clubs of Brooklyn, in which latter part of the metropolis he resides. His wife is Harriett M., daughter of Luke Fay, late of Boston. They were married in 1855 and they have had two children, William B. Kendall, jr., who died in 1893, and Mrs. A. E. Lamb.

HARVEY KENNEDY, capitalist, born in West Galway, Dec. 28, 1826, died in New York city, Dec. 9, 1889. He was a son of James Kennedy, farmer, and of Scotch-Irish ancestry. First a general merchant in his native town and then a manufacturer of stoves in Albany, he came to New York city about 1859 with a little capital, which he invested in the stock brokerage firm of Durant & Kennedy. A member, first, of the old Open Board of Brokers, he joined the Stock Exchange in 1869. He had various partners at different times, among them his brother, William L. Kennedy and Nicholas Palmer, under the name of H. Kennedy & Co. After the panic of 1873, Mr. Kennedy engaged in a heavy speculation in the stock of The Chicago & Northwestern and The Chicago, Rock Island & Pacific Railroads. In 1877, disaster overtook him. Creditors compromised their debts, however, and Mr. Kennedy resumed. He finally bought stock of The Delaware, Lackawanna & Western Railroad when it was ranging at about 30 cents on the dollar and its subsequent rise in value brought him a large fortune. He was a large owner in The Chicago & Northwestern Railroad and The Bank of North America. A part of his fortune was placed beyond the reach of the fluctuations of the stock market by investment in local real estate. His wife, Helene, daughter of Cornelius Vandever of Amsterdam, N. Y., passed away before him, and three brothers and a sister alone

survive him. Fond of the society of young people and a courteous gentleman, tall and dignified, he was one of the most worthily popular of men. His favorite club was the Union League. His fortune descended to Martin Kennedy, his brother, and his sister, Mrs. Lucinda Stewart, the widow of a retail grocer, both of Johnstown, N. Y., and to Lauren O. Kennedy of West Galway and William L. Kennedy of New York.

JOHN PATTERSON KENNEDY, manufacturer, born in New York city, Nov. 22, 1820, died at his home, 38 East 36th street, Feb. 27, 1892. His parents were Scotch-Irish Protestants, born near Belfast, Ireland, and well connected. His father made his mark as an architect and builder in Belfast and passed a few years in this city, finally returning to his native heath, where he died, leaving his family without means. The subject of this sketch, then about nine years old, became the sole support of his mother, with whom he returned to this country. He went to Trenton, N. J., and entered the cotton mill of his uncle, James Hoy. By close application and by study during leisure hours, he became a skillful mechanic and advanced step by step until he finally became the proprietor. A fire in 1851 destroyed the mill, which he decided not to rebuild. Shortly afterward, he accepted the position of constructing engineer for Perdicaris & Hoy, the latter his cousin and one of the early pioneers in the gas industry in this country. Mr. Kennedy subsequently became a partner in Hoy & Kennedy, and a few years later, the sole owner. During his career, he erected more gas works plants than any other individual in the country and ultimately reached the highest pinnacle in gas engineering. Prior to 1860, his operations were almost exclusively in the South, where he built and operated a number of works. Subsequently, he built the works of The Metropolitan Gas Light Co. in this city, completing them in 1863, and also built similar works in Newark, N. J., Brooklyn, N. Y., San Francisco, Detroit, and numerous other cities. He was joint owner with his cousin, Mr. Hoy, of The Atlantic Dock Iron Works in South Brooklyn, where they built all the apparatus for their gas plants. In 1870, he built the works of The New York Mutual Gas Light Co., foot of East 11th, 12th and 13th streets, this city, and became managing director of that company until 1877, when, upon retiring from active business, he was elected president, to succeed Cornelius K. Garrison, and filled the position until his death. In the Mutual works, he introduced apparatus for the manufacture of naphtha gas and through his clever foresight and skill as an engineer, the citizens of this metropolis first enjoyed the advantages of high quality illuminating gas. The same high standard of quality has been maintained ever since the completion of the works in 1872. Mr. Kennedy was an inventor of no ordinary ability. In the course of his career, he executed some railroad work and was frequently consulted about various mechanical and business matters. He was an original director of The Metropolitan Elevated Railroad; president of The Wheeling & Lake Erie Railroad and of The Howe Sewing Machine Co; director of The Hudson County Gas Light Co., Hoboken, and trustee of The Hazelton Boiler Co., which concern, in conjunction with his sons, he founded early in 1884. In 1849, he married Ruth R., daughter of Edward S. and Maria Townsend, and this union brought them three children Edward S. T., William T., and Jessie May Kennedy. In 1884, he built the schooner-rigged steam-yacht *Viola* and was a member of the New York, Larchmont, and American Yacht clubs, and vice-commodore of the latter at his death. Symmetrical and strong in character, his loyalty to truth, devotion to duty, and sound judgment, revealed genuine manhood and inspired the respect of all.

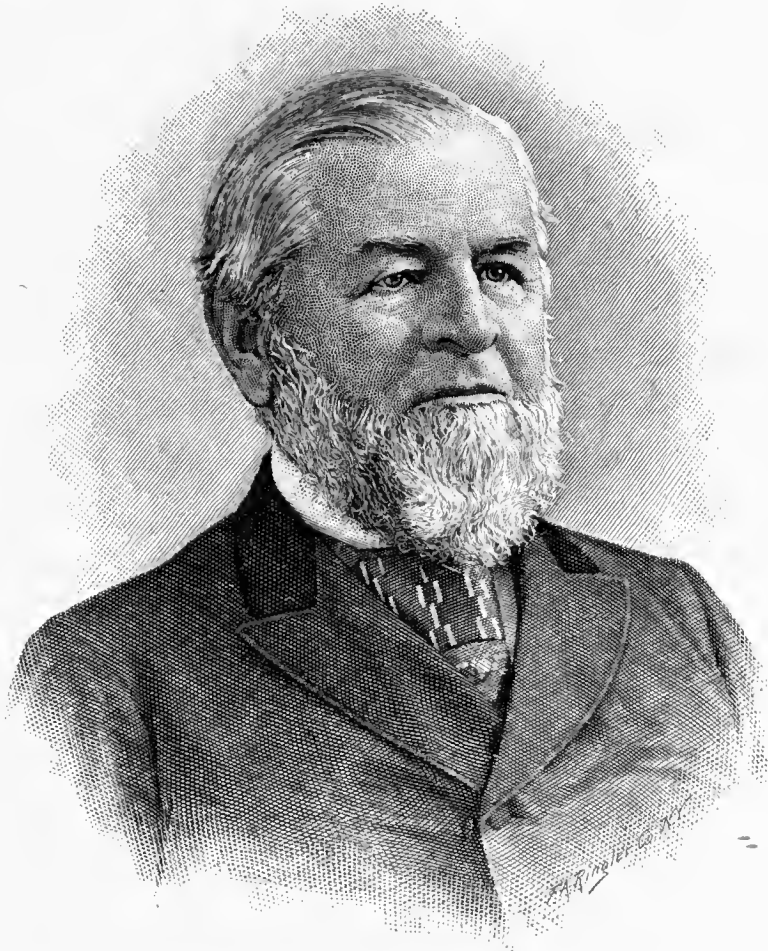
HENRY AUGUSTUS KENT, merchant, born in Hudson, Ohio, Oct. 21, 1814, died in Brooklyn, N. Y., March 1, 1893. His father, Zenas Kent, of Middletown, Conn., came from the same Puritan stock as the jurist, Chancellor Kent, and his grandfather was a soldier of the American Revolution. In 1835, Mr. Kent came to New York city, became a wholesale merchant, was very successful, and retired in 1863 with a fortune. Investment led him into corporations and he sat in the directorate of The Atlantic & Great Western, The Toledo & Wabash, The Delaware, Lackawanna & Western, The New York, Lake Erie & Western, and The Cleveland, Lorain & Wheeling Railroads, The Brooklyn City and The New York Second Avenue Surface Railroads, The Kent National Bank in Ohio and The Bank of North America in New York city, being an incorporator and for years vice-president of the latter. He was also one of the oldest trustees of The Union Trust Co. Mr. Kent served once, in 1851, as alderman and president of the City Council of Brooklyn, and in 1860 as delegate to the Chicago convention which nominated Abraham Lincoln for President. He was twice married, and four children survive him.

EUGENE KETELTAS, property owner, born in New York city, Oct. 18, 1804, died in Newport, R. I., Aug. 26, 1876. His father, Dr. Philip D. Keteltas, an old Knickerbocker, was a son of the Rev. Abraham Keteltas, a famous preacher and patriot in Revolution times, whose great grandfather came from Holland in 1649 and made his fortune as a merchant. Eugene Keteltas studied law under Gen. Robert Bogardus, and was admitted to practice, but shortly afterward married the daughter of John Gardner and retired. He inherited a large property in real estate on the east side of New York city from his father and received a large amount also through his wife, which, constantly appreciating in value, amounted at the time of his death to a great property. He was married to the daughter of John Gardner, and their ten children were Henrietta, who married C. Bainbridge Smith, a prominent lawyer; Jane and Eugene, who died young; Mary, who died in 1895; Henry, Alice, and Philip D.; Eugene M., who died in 1886; J. Gardner, and Edith M., who married George P. Wetmore of Rhode Island. His friends knew Mr. Keteltas as a benevolent man, constantly engaged in works of charity in an unostentatious way. Retiring in disposition and fond of the scenes of his childhood, he always lived, while in the city, in the old family residence on the corner of 8th street and Second avenue.

CHAUNCEY KILMER, pioneer in the manufacture of straw paper, was born in Rock City Falls, Saratoga county, N. Y., March 23, 1816. This little hamlet he yet calls his home, although his winters are spent at a residence in New York city.

The lad received a fair education at the public school, supplementing it in later years by extensive reading and his own activity in the greater school of affairs. His father was a millwright and the boy learned his art, beginning life poor. The building of saw, grist and paper mills under contract occupied him for many years. By giving diligent attention to the details of every contract, he became widely known as a competent and careful millwright. His thorough experience in building for others gave him a knowledge of the operations of the paper mills themselves, which afterward proved of the greatest service.

In 1840, he was married to a childhood playmate, Miss Mary Jane Ashman, a daughter of the late John Ashman. This happy union brought them four sons and a daughter. A son and the daughter are now living.



Samuel Kilmer

Having saved enough money from his earnings for the purpose, Mr. Kilmer built a small printing paper mill at Rock City Falls and began operations Jan. 1, 1845. This mill was burned a short time after its construction, but, possessing native pluck, Mr. Kilmer rebuilt and went on. In 1852, a new process was brought to his notice, which aimed at the making of printing paper from rye straw. He embarked in the venture and built, in his lower mill, the first complete equipment for making printing paper from straw. Costly experiments were necessary but Mr. Kilmer persevered. In 1855, after a long struggle, a quantity of straw printing paper was produced, which was used in one edition of *The Saratoga Whig*. It was not perfect in quality but, little by little, the product was improved by Mr. Kilmer until sufficiently pliable for general use by newspapers.

A contract was then obtained from Moses S. Beach of *The New York Sun*, whereby that prosperous newspaper agreed to take the entire product of the mill. With this powerful customer, the success of Mr. Kilmer was assured, and he has supplied *The Sun* Association continuously down to the present time. More than \$7,000,000 worth of paper has now been shipped to *The New York Sun* and every dollar of it paid for.

From 1850 to 1857, Mr. Kilmer held an interest in five different paper mills, which ran continuously day and night, every day of the year except Sunday. His success has been remarkable. He has met panics bravely and has never passed a monthly pay day.

Although they knew Mr. Kilmer as an acknowledged expert, his competitors regarded the straw paper enterprise at first with doubt. When it became a success, these competitors were glad to take out licenses under the patent used by him. This is only one instance out of many, in which his sound judgment and unerring forethought have been strongly vindicated.

In 1865, Mr. Kilmer bought a controlling interest in the Congress and Empire Springs at Saratoga and united them under a stock company with \$1,000,000 capital, becoming president and treasurer.

In 1869, The American Wood Paper Co. of Providence, R. I., paid him the high compliment of making him general manager of their whole system in the manufacture of wood pulp and paper at their mammoth mills in Manayunk, Philadelphia, and Royer's Ford, Pa.

Mr. Kilmer has invested some of his savings not only in real estate in Saratoga Springs, but in New York city, Chicago, New Mexico and elsewhere. In these later years, he spends his time largely in the oversight of these investments. The manufacturing business is carried on at Rock City Falls and is managed at that place entirely. A superintendent is in charge and acts under the daily advice of Mr. Kilmer, when the latter is absent from the mill.

In 1871, he moved to New York city and built a beautiful house at No. 9 East 57th street. This is one of the occasional broad cross-town streets in the best residence portion of the city, and is filled with fine dwellings. An upright, honorable man, with a spotless record of integrity and fair dealing, Mr. Kilmer has become one of the most valued citizens of this city and State. He is a man of fine presence and courteous manners and is universally esteemed. For many years he has been a director in The First National Bank of Saratoga. His character is without a stain and his life is an illustration of the possibilities of this free republic for young men of ambition.

ARCHIBALD GRACIE KING, banker, was born in Everton, near Liverpool, England, July 11, 1821. His father, James Gore King, was a notable banker, who,

born May 8, 1791, in New York city, dying in Weehawken, N. J., Oct. 3, 1853, was the third son of Rufus King, eminent as a statesman, member of the convention which drafted the Constitution, and United States Senator from New York, and of Mary Alsop, his wife. Well educated, first in England and France, James Gore King graduated from Harvard College in 1810, studied law and during the War of 1812 served as assistant Adjutant General. In 1815, he founded the commission house of James G. King & Co., which was so favored by fortune and the energy of the senior partner that it sprang speedily into prosperity. In 1818, Mr. King moved to Liverpool and established the English house of King & Gracie, in partnership with Archibald Gracie. Returning to New York in 1824, he declined John Jacob Astor's offer of the presidency of The American Fur Co., and entered the bank of Prime, Ward, Sands, King & Co., which in 1826 became Prime, Ward & King, and in 1847 James G. King & Sons. He was sound, prudent and successful, and in 1837 his bank was quoted as one of the few strong concerns of that terrible year. Mr. King was active in promoting the construction of the Erie Railroad, and served as president without compensation. In 1837, he performed a public service by visiting England and obtaining an advance of £1,000,000 in gold from The Bank of England upon the guarantee of the Barings, which being transmitted to this city in coin, enabled the banks of New York to resume specie payments. Mr. King married, Feb. 4, 1813, Sarah Rogers Gracie, daughter of Archibald Gracie, one of the most eminent merchants of his time. There were born to them Caroline, who married Denning Duer; Harriet, who married George Wilkes, M. D.; James Gore and Archibald Gracie King; Mary, who married Edgar H. Richards; Frederick Gore and Edward King, and Fanny, wife of James L. McLane. Mr. King dwelt during the latter part of his life in Weehawken, and was sent thence to Congress in 1849. He was a member of the New York Chamber of Commerce after 1817 and its president 1841-48, and president of The Institution for the Savings of Merchants' Clerks, 1848-50. Archibald Gracie King was educated in America and at the school of Herr von Fellenberg at Hofwyl, near Berne, Switzerland, and graduated from Harvard University in 1840 with honors. First, clerk in the banking house of Prime, Ward & King, in 1844 he was admitted to partnership. He has since risen to the head of the house, which has been known since 1853 as James G. King's Sons. Mr. King is a capable, clear-headed and sound business man. He was elected a trustee of The Institution for the Savings of Merchants' Clerks in 1861, treasurer in 1865 and president in 1873, resigning his connection with the bank in 1881, in consequence of his removal to New Jersey, the laws of New York requiring trustees of savings banks to be residents of New York. He is a trustee in The Metropolitan Trust Co. In 1845, he married Elizabeth, daughter of William A. Duer, and their children are May D., wife of John King van Rensselaer; Sara Gracie, wife of Frederic Bronson and Frederick Gore King. The family live in Weehawken, in a home commanding a splendid view of the Hudson. While having little time for club life, he is a member of the Union and Down Town clubs.

GEORGE LOVETT KINGSLAND, merchant, born in New York, Sept. 4, 1834, who died in Babylon, N. Y., July 14, 1892, was descended from one of the oldest of the Knickerbocker families, his ancestors having settled in New Jersey before 1780 on a grant of land, ten miles long and three miles wide, lying between the Hackensack and Passaic rivers. The old manor house may yet be seen on this property. Ambrose C.

Kingsland, father of George L. Kingsland, is remembered as one of the great merchants of New York of the first part of the present century and a Whig, whom the people of this city placed in the Mayor's chair in 1850 by a majority of more than 4,000 over Fernando Wood, and who originated Central Park. George L. Kingsland graduated from Columbia College in 1856 with high honors, a finished Greek and Latin scholar, and entered the office of D. & A. Kingsland at No. 49 Broad street, afterward becoming a partner. Commercial business and the management of the Kingsland estate of which he was an executor, occupied him for many years. He had large interests in Maryland and served as president of The Georges Creek & Cumberland Coal Co., and The Georges Creek Railroad. He was also a member of the Chamber of Commerce, commodore of the New York Yacht squadron, and member of the Metropolitan, Union, and other clubs. In 1875, he married Helen Schermerhorn, daughter of Benjamin S. Welles, of Boston, and left one son, George Lovett Kingsland and two daughters. A man of sterling integrity and large knowledge of business, he won an enviable reputation and the sound respect of the prominent men of affairs in this city.

FRANCIS SHERWOOD KINNEY, manufacturer, was born in New Brighton on Staten Island, Oct. 16, 1839. He is a son of Franklin S. Kinney, a lawyer prominent in New Jersey politics and commissioner to the World's Fair in 1851. The lad attended school in New Brunswick, whence a restless disposition led him to go to sea. He served upon several noted clipper ships and rose to become a mate. He then abandoned a seafaring life and turned his attention to railroads. Under engagement with William Wheelwright, he built, as foreman, the first wharves and the first ten miles of The Cordova Central Railroad. He then took command of an expedition to explore the upper waters of La Plata river and after two years of hardship appeared with a raft built of cedar logs at the head of steamboat navigation, having run the blockade of the Paraguayan war and demonstrated the possibility of rafting on the Uruguayan river. In 1869, he engaged in the manufacture of tobacco at No. 141 West Broadway, this city, and founded the firm of Kinney Bro's, afterward known as The Kinney Tobacco Co. In this business, he has been exceedingly successful. His industry is now a branch of The American Tobacco Co., of which he was one of the incorporators and is a large shareholder and a director. Mr. Kinney has large investments in real estate in New York city. His property on Broadway alone has grown to be worth a million and a half. In New Jersey, his estate of Kinnelon, thirty miles from New York city, comprises 4,000 acres. Mr. Kinney is a member of the New York Athletic, the Seawanhaka Corinthian Yacht and the principal racing clubs in this city, and is the inventor of the moving seat in rowing boats now so universally used. He has also invented hydro-pneumatic pressure accumulators of value and other mechanical appliances.

GUSTAV HERMANN KISSEL, merchant, born in Frankfort, Germany, May 11, 1810, died on Staten Island, July 23, 1876. He descended from a burgher family well known throughout the Palatinate. An uncle was one of the prominent Burgomasters of Frankfort-on-the-Main in the days when Frankfort ranked as one of the free cities of Germany, taking an important part in the history of Germany. Passing his early years in his native town, he came to this country in 1837 and promptly and completely identified himself with its interests, cherishing toward the country of his adoption the feelings of a native rather than of a stranger. A great merchant, his probity and

purity in business won the highest esteem of his associates. Although he devoted himself with assiduity to business affairs, it was not to the exclusion of higher pursuits. He was a man of dignified and courteous manner and of rare natural intelligence, which he had cultivated by a judicious course of reading and study. He took pleasure in the latest productions of modern literature, and his judgment in literary matters was highly respected by men of culture. During the Civil War, he was a prominent abolitionist and in the riots of 1863 his house was a refuge for persecuted negroes, whose cause he defended with much personal bravery. Soon after his arrival in New York city, he married Charlotte Anne, daughter of Jeremy Stimson, a distinguished physician of the vicinity of Boston, which increased his acquaintance with a large circle of relatives and friends, and at his death few men held a higher place in the esteem and admiration of both social and business associates than Mr. Kissel. His children were Eleonora, who married Dr. F. P. Kinnicutt in this city; Gustav Edward, who married a daughter of W. K. Thorn; Godfrey, who married a daughter of Dexter Bradford of Boston; and Rudolph Herman, who married a daughter of D. P. Morgan.—His son, **GUSTAV EDWARD KISSEL**, banker, born in New York city, Sept. 30, 1854, was educated in the schools of Charlier and J. H. Morse in New York, subsequently at the Académie of Lausanne, Switzerland, and then for three years at Heidelberg University. Entering business in New York at the age of twenty-five, he became a partner in the banking firm of Kessler & Co., in Wall street in 1883, and has since been occupied with financial operations in which he has been successful. The parent house is in Manchester, England, the New York office being a branch. Their business is largely in the line of foreign exchange and bond investment. He was married in 1884 to Caroline, daughter of William K. Thorn, and their four children are William Thorn, Dorothea, Louise Baring and Jeannette. The family make Morristown, N. J., their home, spending their winters in town. Mr. Kissel has joined some of the best clubs in the city, including the Union, Century, Knickerbocker, City, Reform and Racquet, and is interested in the development of The American Geographical Society and Museum of Natural History, being trustee in these institutions.

SHEPHERD KNAPP, banker, born in Worthington, Mass., Jan. 7, 1795, died in New York city, Feb. 22, 1875. His father, Jonathan Knapp, a farmer, was descended from Aaron Knapp, who came to America with the second Plymouth colony. The subject of this memoir left his father's farm in 1812, came to New York, obtained a clerkship with Gideon Lee, a prominent leather merchant, rose to a partnership in 1819, and with Mr. Lee, retired in 1833. In 1832, he was elected director of the branch Bank of the United States in New York. He was best known in financial circles, however, as president of The Mechanics' Banking Association, organized under the State law, and afterward of The Mechanics' Bank. He held this position, 1838-73, when he resigned, his management having been attended with great success. During the panic of 1873, he was prominent in measures to prevent the spread of disaster. When he retired from the presidency, to be succeeded by B. B. Sherman, he was presented with a testimonial and many emphatic expressions of regard and good will. Mr. Knapp was elected president of The General Society of Mechanics and Tradesmen in 1837. He was an original director of The Erie Canal and The New York & Erie Railroad, chamberlain of the city under Mayor Gideon Lee, a director of The United States Trust Co., The American Fire Insurance Co., The Greenwich Savings Bank and other

institutions, one of the seventeen incorporators of the Century Society, better known as the Century club, and a member of the New England and St. Nicholas Societies. In 1819, he married Catherine Louisa, daughter of William Kumbel of this city, and their children were two sons who died in infancy, and Gideon Lee, Peter K., William K., Shepherd F. and Austin Melvin Knapp.

SHEPPARD KNAPP, merchant, born in Yorktown, Westchester county, near Peekskill, Aug. 30, 1839, descends from one of the older families of the country. Moses Knapp, born in England about 1655, was one of the trustees named in the royal charter of White Plains, dated March 13, 1721, and died in this country in 1756 at the age of 101. The men of the family were farmers and their lands have been handed down from father to son through successive generations. Jacob Frost Knapp, Shepard's father, farmer and carriage builder, died when his son was three years of age. Coming to New York in 1852, a lad, Mr. Knapp obtained a clerkship and saved enough to gain a year's course at an academy in Bordentown, N. J. Resuming the fancy dry goods trade in New York city, he accepted later a clerkship in a retail carpet store in Hudson street. In 1855, a fellow clerk and he started a carpet store of their own and carried it on successfully for nine years, then removing to a commodious store on Sixth avenue, near his present location. Seven years later, he negotiated for the erection of a large building, which he now occupies although it has been enlarged. When Mr. Knapp began the sale of carpets, the American manufacture was in its infancy. Mr. Knapp promoted the development of the home industry, and it is largely due to his effort and example that millions of dollars, which were once annually sent to Europe for carpets, are now retained in this country. The Smyrna American carpet almost owes its existence to Mr. Knapp, and he was refused a patent only on a mere technicality. In 1863, he married Sarah E., daughter of Hiram Miller of New York. They have five children. Mr. Knapp is an earnest and active citizen, esteemed for his upright and progressive character. He is a member of the New York Athletic club.

EDWIN FRANKLIN KNOWLTON, manufacturer, the calm, clear-headed, senior member of the firm of William Knowlton & Sons, is a native of West Upton, Mass., where he was born, Feb. 2, 1834. The ancestor of this family came to America from Wales, and William Knowlton, father of the subject of this sketch, is the founder of what is now the oldest, most extensive, successful and best known straw goods manufacturing house in this country. The industry was begun in West Upton by William Knowlton about seventy years ago, and his business energy and undoubted integrity in all his dealings brought a success, which has been continued in an increasing ratio under the management of his sons. The establishment and early upbuilding of the business took place under the difficulties which always attend the starting of a new industry. These were bravely contended with and overcome, until finally success crowned his efforts; and, in the later years of his life, he was able largely to give up business cares to his son Edwin, and devote a considerable portion of his time to matters of public interest. He was a prominent member of the Massachusetts Agricultural Society, a State Senator, Presidential elector in 1880, when General Garfield was elected, and held many positions of trust and responsibility in town, county and State.

Edwin F. Knowlton spent his early life in West Upton, where his father laid the foundation of the present great business and where the manufacturing department continues to-day.



C. F. Morrison

After receiving an academic education at Wilbraham, he returned home to apply himself in every department of the industry where he could make himself useful, and he thus learned all parts of the business thoroughly and fitted himself for his future successful career. After a few years, his father seeing his aptness and good judgment sent him to Montreal to take charge of a branch sales house there, and later to New York, where, becoming a partner, he took the main management of the purchasing, selling and financial conduct of the business. As years have rolled on, continued and uninterrupted prosperity has crowned his efforts. With him in the firm are now associated his brothers George W., Eben J. and Daniel W. Knowlton. In addition to his other business interests, Mr. Knowlton has been able to devote much time to the study of the financial soundness of railroad corporations and has become one of the best judges in New York of that class of securities. He has never been a large holder of real estate, but has been connected with some extensive railroad purchases and reorganizations. He is a director in The Brooklyn Trust Co. and The Phenix Fire Insurance Co., having withdrawn from and declined election to directorships in other institutions, believing that a man ought not to lend his name unless his personal attention and time can be faithfully given to the care of the interests intrusted to him. He is a member of the Hamilton club of Brooklyn and held in high esteem by all who know him. His kind heart is ever ready to respond to the calls of benevolence and many a young man has received from him aid when unfortunate circumstances have overtaken him. It is by such men that the prosperity of our country is advanced and its character elevated. Dec. 15, 1861, Mr. Knowlton was married to Ella C., daughter of Dr. Elijah W. Carpenter. The children born to them have been a son who died in early childhood and Mary C., who married Count Johannes Sierstorpf and lives in Berlin, Germany.

Associated with Mr. Knowlton in the business of his firm are his brothers George W., born Sept. 3, 1839; Eben J., born June 23, 1844, and Daniel W., born Sept. 6, 1847.

FREDERICK KUEHNE, banker, a native of the city of Magdeburg, Germany, was born Feb. 4, 1824, and died in Paris, France, April 19, 1890. The son of Frederick J. Kuehne, a man of means, his early life spent in Europe was full of the promise of a distinguished career. After receiving a college education and acquiring a knowledge of business methods, he entered the firm of Knauth & Esche, bankers and merchants in Leipzig, Germany, in 1851, where his keen good judgment, sound character, and agreeable personality soon made him a valued accession to the house. A few years later, he was entrusted with new responsibilities, and coming to New York city, he established, with Theodore Knauth and Jacob Nachod, the banking firm of Knauth, Nachod & Kuehne of Leipzig and New York, at the head of which he remained until his death. Located near Wall street, the financial center of the metropolis, his house rapidly rose to prominence. They dealt largely in foreign exchange and investment securities.

Mr. Kuehne won many warm friends by the unselfish devotion he gave to every interest entrusted to his care, by his works of benevolence and the deep interest he always showed in the political life of his adopted country. During the late Civil War, he was, on several occasions, the confidential adviser of Mr. Chase, Secretary of the Treasury; and it was largely due to his advice that the government averted great losses, threatened by the high premium on gold at that time.



Fred. Köhler

Before the unification of Germany he represented for over sixteen years all the German States excepting Prussia, as Consul General in this city. This was a marked expression of confidence ; and upon retirement from office he received from the princes he had represented many high decorations in recognition of his services.

In politics, he was always a staunch Republican, like so many others of the children of the fatherland, a strong friend of the Union of the States, and a prominent member of the Union League club, and twice served his party as Presidential Elector in successful campaigns, first in 1872 for Gen. Grant, and in 1876 for President Hayes. He was several times offered by his fellow citizens a nomination as Mayor of New York city but in each case refused it, preferring to devote his energies to the private trusts committed to his care and to the management of his banking house. A man of Mr. Kuehne's influence, excellence of character and known abilities is always sought for to take part in the establishment and management of financial institutions ; and it is an illustration of his standing in the metropolis, that he was one of the founders of The German American Bank, The Lincoln National Bank, The Lincoln Savings & Deposit Co., and The State Trust Co., and at the time of his death a director in the last three and vice president of The Citizens' Savings Bank. He also served his fellow citizens as a School Commissioner by appointment from Mayor Hewitt and as one of the governors of the institution at Randall's Island.

In 1856, he married Ellen Josephine, daughter of the late George J. Miller, who with two sons, Frederick J. and Percival Kuehne, and two daughters, Selma Kuehne Hume and Irma Kuehne survive him.

The city of New York is indebted to Germany not only for a large and important element in its population but for many men of superior talents who, making this city their home, have contributed by their labors to advance the prestige and power of the metropolis. Of these latter, Mr. Kuehne was one and his memory will long be held in grateful remembrance.



L.

HARVEY SMITH LADEW, leather merchant and tanner, born in Ladew Corners, now Mount Pleasant, N. Y., Jan., 16, 1826, died in New York city, March 9, 1888. The son of Abram D. Ladew, a tanner, he left school at an early age to join his father in this industry. They operated a tannery in Shokan in Ulster county, marketing the leather in New York city. Harvey was sent here in 1866, to occupy himself with the mercantile branch of the business. He had been admitted to partnership with Hoyt Bro's before this time, and afterward became a full partner in J. B. Hoyt & Co. Upon the withdrawal of Mr. Hoyt in 1884, the firm of Fayerweather & Ladew was organized. These two young men showed so much ability that they rose to a place among the leading tanners and leather merchants of the United States, owning factories in the hemlock and oak regions of New York, Pennsylvania, Maryland, West Virginia and Tennessee. Mr. Ladew was a man of the highest character. By an integrity beyond reproach, honorable methods and diligent enterprise, he gained a large fortune. He was married in 1849 to Rebecca, daughter of Reuben Krom. Their children are Edward R. Ladew and Joseph H. Ladew, and one daughter, Louise Ladew Williams.—His son, **EDWARD R. LADEW**, tanner, was born in New York, Feb. 18, 1855. Educated in Charlier Institute and Anthon Grammar School, he began his career as assistant to his father and spent much of his early life at the tanneries of the firm of J. B. Hoyt & Co. He became a member of that firm in 1877. When the name was changed to Fayerweather & Ladew, he became more active in the management, and since 1889 has been the head of this old and substantial house. He is a clear-headed, competent and upright man and enjoys the entire respect of all his business associates. The confidence entertained in his ability is illustrated by his election as vice-president of The United States Leather Co., a corporation with a capital of \$120,000,000, and representing more real property than any other industrial interest in the United States. He is also a stockholder and director in The Elk Tanning Co., composed of a union of twenty-three tanneries in Pennsylvania, including several of his own. Mr. Ladew was married on Jan. 20, 1886, to Louise B., daughter of Charles Wall, and their children are Harvey S. Ladew and Elise Wall Ladew. Although he would be welcome in every club in the city, Mr. Ladew has joined only a few, namely, the Union League and Carteret, the New York, Larchmont, American, and Atlantic and Hempstead Harbor Yacht clubs and the Fulton and Hide & Leather luncheon clubs. He is also a member of the Liederkrantz Society, and owner of the steam yacht *Oriente*.—**JOSEPH HARVEY LADEW**, tanner, son of the late Harvey S. Ladew, a young man of good ability, was born in New York April 10, 1864. He received his education at Columbia College, and then found occupation as an assistant to his father in the management and operation of the leather business and the manufacture of belts. He was admitted to partnership in Fayerweather & Ladew, Feb. 1, 1889. He has already shown application and good management and promises to rank among the prominent merchants of this generation. He is a director in The United States Leather Co., holds a prominent position in the direction and management of the company, and also conducts the business of Fayerweather & Ladew with

his brother, Edward R. Ladew. His clubs are the Union League, Riding, American Yacht, New York and Stamford Yacht, and Hide & Leather. He is owner of the steam yacht Columbia, 380 tons, a beautiful vessel built in 1893, 205 feet in length, and 23 feet deep, having a speed of 18 knots an hour.

GEORGE GRAHAM LAKE, merchant, born in Brookfield, Conn., Sept. 19, 1821, died in New York city, Dec. 21, 1884. He began life as an errand boy in this city, later as clerk for Ubsdell & Pierson, dry goods merchants. His salary was so small that for a time he slept on a counter in the store, his food being exceedingly frugal. The firm soon discovered his ability, and at the age of nineteen they made him head salesman in the silk department under a contract to serve for four years at a salary of \$18 a week. When a large importing house offered him a salary for four years, increasing annually from \$1,000 the first year to \$4,000 the fourth year, he remained loyal to Ubsdell & Pierson and at the end of the four years his firm offered him \$10,000 a year for ten years, which he accepted. In 1853, he became a partner, and when in 1863 the firm dissolved, Mr. Lake associated himself with James McCreery as Lake & McCreery and succeeded to the business. In 1869 Mr. Lake retired. Thereafter, he was engaged in various important enterprises. He reorganized The Harlem Gas Co., and became a director of The Williamsburg Gas Co. and was largely interested in New York surface railroads. Mr. Lake helped found The Home for the Aged and Infirm, and subscribed liberally to the musical education of Emma Abbott. From his first marriage, there were two children, one of whom, a daughter, Mrs. Mary Louisa Thompson, survived him. His second wife, who died in 1862, was the widow of George Steers. Their son, George G. S. Lake, survived his father but has since died. In 1863, he married Frances E., daughter of James R. Steers. Of their four children, three survived him, James R. S., Frances E., and Henry S. Lake.

CATHOLINA LAMBERT, manufacturer, was born in Keithley, Yorkshire, England, March 28, 1834, and is a son of Samuel Lambert, a papermaker. He was educated in the village schools, a part of the time attending them at night, and at the age of nine began life as a cotton mill boy. Coming to America on a packet ship, he landed in Boston Oct. 29, 1851, and found employment as a generally useful boy in a store, rising to a clerkship in a year's time, and the place of salesman, the second year. He became a partner in Dexter, Lambert & Co., Jan 1, 1855, and has devoted himself to the manufacture of silks, in which he has been very successful. The firm are animated with a spirit of enterprise and have planted factories in Paterson, N. J., and Honesdale and Hawley, Pa. They employ 2,500 operatives in busy times and have diffused great benefits among the people of those three cities. His business office and salesroom are in New York city; his home in Paterson. He has joined the Union League, Colonial, Republican and Merchants' Central clubs here and has always been a Republican. Sept. 9, 1857, he married Isabella E. Shattuck of Pepperell, Mass. Of his eight children, two are living. Mr. Lambert's career illustrates the opportunities of America for a poor boy.

CHARLES GRISWOLD LANDON, merchant, born in Guilford, Conn., Aug. 11, 1818, died in New York, March 23, 1893. The family is of English descent and was planted at Southold, Long Island, about 1640. At the age of seventeen, young Landon going to New Haven entered the employment of Henry Sanford, merchant. There he remained seven years. He came to New York city in 1842 and entered the

store of Simeon B. Chittenden, wholesale dry goods merchant, afterward being taken into the firm, which then consisted of S. B. Chittenden, John J. Phelps and George Bliss. The firm afterward became George Bliss & Co. In 1864, Mr. Landon severed his relations and became a partner in Benkard & Hutton, one of the oldest dry goods importing houses in the city, and about 1885, changed the firm name to Charles G. Landon & Co. His success was notable. Mr. Landon was long a vestryman and for a few years senior warden of Grace Church. He was a member of the Chamber of Commerce, a director of The Equitable Life Assurance Society, The Central Trust Co., The Bank of America, The Sixth National Bank, The Greenwich Savings Bank, The Gold & Stock Telegraph Co., The Sixth Avenue Railroad Co., The German-American Fire Insurance Co., and The Hanover Fire Insurance Co.; a trustee of St. Luke's Hospital; and a member of the Union League, Union, Metropolitan and Lawyers' clubs and The New England Society. In 1849, he married Miss Susan H. Gordon, a member of an old Virginia family, and a descendant of the Hunts and Hunters. She died in 1885. Five children survived him, Henry H., Edward H., and Francis G. Landon, Annie L., wife of L. Townsend Howes and Mary G., wife of Dallas B. Pratt.

WOODBURY LANGDON, merchant, a native of Portsmouth, N. H., was born Oct. 22, 1836. His father, of the same name, followed the vocation of ship master and merchant, and his great grandfather, also of the same name, was active in the agitation for American Independence, a member of Continental Congress and a judge of the Supreme Court of New Hampshire. The present Woodbury Langdon fitted for college but finally chose a business life. In 1853, he entered the dry goods store of Frothingham & Co., in Boston, where he displayed so much ability that he was placed in charge of the New York city branch of the business. In 1870, the firm reorganized as Joy, Langdon & Co., under which name they are yet known. They are the selling agents for several of the leading cotton mills in New England, in which the partners have an interest. Mr. Langdon is a member of the Chamber of Commerce, having been one of the Executive Committee since 1888, has served as a Rapid Transit Commissioner and is a director of The National Bank of Commerce, The Central National Bank, The German-American Insurance Co. and The New York Life Insurance Co. Since 1888, he has been one of the vice-presidents of the Union League club. The Merchants' club was organized by him and others, and he belongs also to the Lawyers', City, Racquet, Riding and New York Athletic clubs and The New England Society. He married March 28, 1894, Edith E., daughter of the late David B. Pugh.

JAMES FRANKLIN DOUGHTY LANIER, banker, born in Washington, N. C.; Nov. 22, 1800, died in New York city, Aug. 27, 1881. The founder of his family, Thomas Lanier, a Huguenot, came to America with John Washington, great grandfather of George Washington, settled in Virginia and married a daughter of John Washington. James Lanier, grandfather of the subject of this memoir, was a planter and a captain of cavalry in the American Revolution, while Alexander Chalmers Lanier, his son, served in the War of 1812 and in the Western campaign under Gen. Harrison, with the rank of Major, dying from the effects of the service. James F. D. Lanier, son of the latter, studied in the village school of Eaton, O., the academy of Newport, Ky., and in a private school and refused an appointment to West Point, to save his mother from the distress of his leaving home. Graduating from the Transylvania Law School in 1823, he settled in Madison, Ind., and began practice. Next year, he





Henry G. Lapham

was appointed assistant clerk of the Indiana House of Representatives, serving until 1827, when he was elected chief clerk. His practice and his salary gave him an excellent income. In 1833, he became president of the Madison branch of The State Bank of Indiana, being one of the organizers thereof and its largest stockholder and in its management attaining distinction. In 1849, he removed to New York city and here, with Richard H. Winslow, founded the firm of Winslow, Lanier & Co., for the negotiation of Western railroad securities and a general banking business. This concern has survived the shock of panics, wars, and other public calamities for nearly fifty years and is yet in existence. In 1847, Mr. Lanier went to Europe to arrange for a settlement of Indiana's State debt of \$12,000,000, a mission which he performed to the entire satisfaction of the State. During 1849-54, his bank negotiated a large quantity of railroad securities, often bought railroad iron on commission, and sold the first Western railroad bonds ever offered in this market. After 1854, they confined their attention to banking and took part in many large schemes. A strong Union man, Mr. Lanier loaned \$640,000 to the State of Indiana for the equipment of troops. Dec. 8, 1819, he married Elizabeth Gardner of Kentucky. To them were born Alexander Chalmers Lanier of Madison, Ind.; Elizabeth Lanier, widow of Gen. W. M. Dunn, U. S. A.; Mrs. Drusilla Lanier Cravens; Mary Lanier, widow of J. Cameron Stone, Louisa Lanier, deceased; Charles Lanier, the New York banker; and Katharine Lanier, wife of Miles Standish, the sixth.—His son, **CHARLES LANIER**, banker, born in Madison, Ind., Jan. 19, 1837, was educated in New Haven. In 1860, he was given an interest in the banking house of Winslow, Lanier & Co., and has since been identified with its affairs, having risen to the head of the house. This bank, established in 1849, has negotiated many important railroad loans and railroad reorganizations. As a result Mr. Lanier has been called into the management of various corporations. He is a director of The Central Railroad of New Jersey, The West Shore Railroad, The Western Union Telegraph Co., The Central Trust Co., The Central & South American Telegraph Co., The Madison Square Garden Co., and The National Bank of Commerce. One of the most capable bankers and business men in town, his success is mainly the result of his own clear head and energy. In 1857, he married Sarah E., daughter of the late Thomas Egleston, and this union has brought them four children, James F. D. Lanier; Sarah Egleston, wife of Francis C. Lawrence, jr.; Frances L., wife of Francis R. Appleton; and Elizabeth G., wife of George E. Turnure. His wife and he are hospitable entertainers and welcome in the most cultivated circles. Many of the leading clubs have elected Mr. Lanier to membership, including the Union League, Union, Metropolitan, Knickerbocker, Century, Tuxedo, Players', Lawyers', Riding, New York, and Mendelssohn Glee.

HENRY GRIFFITH LAPHAM, leather merchant, a native of Danby, Vt., born Feb. 24, 1822, died in New York city Jan. 28, 1888. The family of which he was a distinguished member trace their lineage to John Lapham, a pioneer, who sailed to the new world from Devonshire in England and settled in Rhode Island in 1637. They were members of the Society of Friends, and in 1699, John Lapham and three others built the first meeting house erected in Dartmouth, Mass. The great grandfather of the subject of this memoir was born in Smithfield, R. I., in 1722, and his grandfather in the same town in 1761, moving thence to Adams, Mass., and later to Danby, Vt. Jesse Lapham, father of Henry G. Lapham, was born in Danby and engaged in

mercantile pursuits and milling both there and in South Wallingford in the same State and in Troy, N. Y. He was a man of marked purity and natural force of character and great influence in his community, and as president of The Danby Bank and one of those who promoted the building of The Western Vermont Railroad, he rose to prominence and reputation.

Educated in the schools of Rutland county and the Columbia Friends' School in Chatham, N. Y., Henry G. Lapham located, and later had charge of his father's interests, in South Wallingford, consisting of a general store, saw mills and grist mills and a foundry. The varied experience which he had there proved of great use to him in his later business life. In 1849, the young man visited the West, attracted by the possibilities of that region, with an idea of settling there; but, after a careful examination, he returned the same year and resumed his place in charge of his father's interests. But he was ambitious, and in 1854 removed to New York, where, as a clerk, he entered the employment of his uncle, Anson Lapham, then a prominent leather merchant in the "Swamp." Already trained in the discharge of responsible duties, he rose by prudence, diligent labor and capacity, to important positions in the house and soon displayed every qualification of a successful merchant. After a few years, a partnership was formed between the uncle, the nephew, and Joseph E. Bulkley, as Lapham & Bulkley, and Mr. Lapham was principally engaged thereafter for the rest of his life in the tanning and lumber business in New York State and Pennsylvania. He had various partners at different times and his firm became known successively as Bulkley & Lapham, Lapham & Bulkley, H. G. Lapham & Co., and Lapham, Costello & Co. In 1887, the firm name of H. G. Lapham & Co. was finally adopted and has been retained to this day.

In 1880, with F. H. Rockwell of Warren, Pa., he formed the firm of F. H. Rockwell & Co., and engaged in the manufacture of leather and lumber in northwestern Pennsylvania. Later, with Mr. Rockwell, he took an active part in the production of petroleum in Pennsylvania and Ohio. He was also interested in ranching in Mexico.

Mr. Lapham was one of the old race of solid, upright and progressive merchants of this city. He was widely known and highly respected. In all matters affecting the business to which he devoted his life, his judgment was held in the highest regard, and his advice was continually sought by his associates in the trade. He retired from active management of the firms in which he was interested several years before his death, surrendering the labor to his sons. Most of his time thereafter was spent in travel, except that he incidentally gave some attention to a general supervision of his varied interests. He gave liberally to charity. To his generous contributions, the Schofield School for Colored Children in Aiken, S. C., largely owes its success. He was a member of The Charity Organization Society and The New England Society. Mr. Lapham was never active in politics and never held office, although he was a public spirited man and always deeply concerned in whatever affected the welfare of his fellow men and his country. The temperance cause enlisted his especial support. Not only did he practice temperance himself, a natural outgrowth of his purity and firmness of character, but he used his influence at all times to promote the growth of a sentiment in favor of it, this in turn being the result of his benevolent disposition and long observation of the intolerable evils which spring from the vice to which he was opposed.

His marriage in 1846 to Semantha, daughter of John and Ruth Vail of Danby, brought him two children, John Jesse and Lewis Henry. That portion of his extensive business connected with the tanning of leather has been in recent years merged in that of The United States Leather Co., one of the greatest corporations in America.

FRANCIS W. LASAK, merchant, born in Leipsic, Dec. 2, 1799, died in Dobbs Ferry, N. Y., Feb. 13, 1889. The name of his family was Wlasak, but the subject of this memoir used the first letter of the surname as an initial. The Wlasaks were of Bohemian origin, dating back three centuries or more. Most of them were soldiers. At the age of nine, Mr. Lasak went, after the death of his father, Albert, to learn the furrier's trade in Prague with a maternal uncle. Later, he spent two years in London and then, in 1822, migrated to New York city, where, after a year in the employment of Jacob Wendell, fur merchant, he established his own trade in furs in Maiden Lane. Prosperity attended his enterprise and he rose to great prominence in the trade. His profits were invested at an early day in real estate both in this city and in Westchester and Kings counties, and the advance in value of this property to more than ten times its original cost price, brought him a fortune of several millions. Mr. Lasak sat at one time in the State Legislature, but, as a rule, preferred a private life. He married Harriet Fawcett and was the father of nine children. Two died in childhood. Of the others, Edgar F., George W., and Frances H. are now deceased, and those living are Cordelia D., wife of Eugene Chauvet of Nantes, France; Ophelia J., wife of Edward Cuthbert of Tennessee; Antoinette Lucinda, wife of John W. Schermerhorn of New York, and Victoria Adelaide, wife of John D. McKenzie of Brooklyn.

GEORGE LAW, railroad builder, born in Jackson, Washington county, N. Y., Oct. 25, 1806, died in New York city, Nov. 18, 1881. John Law, his father, a native of County Down, Ireland, who came to America in 1784, settled upon a farm in Jackson, became noted as a dairyman, and died the owner of 500 acres. George spent his early life upon the farm. He heard the cannon firing during the battle of Lake Champlain and saw the prisoners of war march through the village, guarded by American troops. The youth gained his education in night schools and from books which he read at home by candle light, and at the age of eighteen, with \$40, which he had saved, walked to Troy, 36 miles away, sought employment, and began life with a hod upon his shoulder. A quarryman in the York mountains in Pennsylvania in 1826 and in Port Deposit in 1827, a workman on the Harlem Canal in 1828 and the next year on The Delaware & Hudson Canal, he then engaged in contract work on his own account. By diligent study, he made himself a good draftsman and engineer. He helped build the Croton Aqueduct, took the whole contract for the High Bridge, and then revived the fortunes of The Dry Dock Bank, The Harlem Railroad and The Mohawk Railroad, buying their stock at nominal figures and bringing the price up nearly to par. Next, he turned his attention to the sea. In 1843, he bought the steamer Neptune and in 1845 launched the Oregon, selling them in 1847. He founded a line of steamers to ply between New York and Panama, and at one time operated a line upon the Pacific in opposition to The Pacific Mail. After a lively war, The Pacific Mail Steamship Co. bought his steamers on the Pacific in 1851 and he bought theirs on the Atlantic, and thereafter they co-operated in harmony. In 1851, Mr. Law bought stock to the amount of \$500,000 in The Panama Railroad, and in 1852 built the Eighth Avenue Railroad in this city, of which he remained president until his death. Later, he purchased the

Staten Island ferry, built the Ninth Avenue Railroad and at his death owned the Grand and Roosevelt street ferries to Brooklyn. At one time, he ranked as the fourth richest man in America.

JOHN WATSON LAWRENCE, merchant, born in Flushing on Long Island in 1800, in an old house, famous in the American Revolution, which was burned in 1828, died in Flushing, Dec. 20, 1888. His ancestor, William Lawrence, settled in Flushing in 1645, having come to this country from England with his two brothers in 1635. At the age of sixteen, Mr. Lawrence entered the mercantile house of Hicks, Jenkins & Co. of New York as a clerk, and remained there until he had reached his majority. He then formed a partnership with a fellow clerk under the firm name of Howland & Lawrence and became a prosperous shipping and commission merchant on his own account. He gained a fortune partly in business and in real estate and partly by inheritance. He was married in 1826 to Mary King, daughter of Walter Bowne, afterward Mayor of New York. In 1845, Mr. Lawrence was elected to the Assembly and declined a renomination. He subsequently served in Congress, 1846-47, declining a re-nomination. Having amassed a sufficient fortune, he retired from business in 1848 and later became president of The Seventh Ward Bank. He was also for fifteen years president of The Queens County Savings Bank and director of the local branch of The United States Bank, and for more than thirty years president of The Lawrence Cement Co. His home was at Willow Bank, a beautiful place in the village of Flushing, on the site of the house where he was born.

WILLIAM BEACH LAWRENCE, lawyer, a native of New York city, born Oct. 23, 1806, who died March 26, 1881, was a grandson of Dr. Beach, assistant rector of Trinity Church before the American Revolution, and son of Isaac Lawrence, president and principal owner of the branch of The United States Bank in this city. Graduating from Columbia College in 1818, Mr. Beach pursued legal and historical studies at Litchfield, Conn., and in Paris, and in 1823, began the practice of law in this city. In 1826-27, he became secretary of legation at London, while Albert Gallatin was Minister, and in 1827-28 acted as Chargé d'Affaires, making a popular and successful representative of his country. When Andrew Jackson became President, Mr. Lawrence returned to America to resume practice, and soon gained a prominent position. He actively promoted the construction of The New York & Erie Railroad, was vice-president of The New York Historical Society, 1836-45, and between 1841 and 1850, published various historical works and a number of articles in the reviews. In 1850, he removed to Newport, R. I., where the Democrats in 1851 elected him Lieutenant-Governor of the State. During a part of his term he acted as Governor. In 1853, he served as member of the Rhode Island Constitutional Convention. Mr. Beach published in 1855 a new edition of Wheaton's "Elements of International Law," with annotations, having undertaken the work for the benefit of the author's family. He was an eminent jurist, a member of many learned societies and a prolific writer upon legal subjects. Inheriting some wealth, he displayed such ability in its management and in his law practice as to accumulate a handsome fortune. The purchase of seventy acres of land at the Cliffs in Newport was a fortunate venture, an investment of \$15,000 becoming worth \$700,000 in time. He also possessed much real estate in New York on Broadway and in the Murray Hill region. Mr. Lawrence married a daughter of Archibald Gracie and was the father of Gen. Albert G. Lawrence and five other children.

WILLIAM EDWARD LAWRENCE, merchant, born in Concord, Mass., July 4, 1812, died in New York city Feb. 7, 1882. He was a son of William Lawrence of Lincoln, Mass., and Abigail Flint of Concord, Mass. His father died while William was young and left the boy to care for himself. Coming to New York city with his mother, he attended the private school of Flint & Kidder on Amos, now West 10th, street, and then secured a situation as errand boy in a dry goods store in Pearl street and in 1825, a place in a retail dry goods store in the upper part of Bleecker street, then known as Greenwich village. When he reached his majority, he started a dry goods store on that street and conducted a successful business there until his death. He was first vice-president of The Northern Dispensary and a trustee of The Irving Savings Bank, and had served as director of several insurance companies. Although his early education was limited, Mr. Lawrence grew to be an accurate scholar, a close student of history and a man of sound judgment. He was for more than twenty-five years an elder in the Reformed Dutch Church. His wife and one daughter survived him.

JAMES DANIEL LEARY, ship builder and contractor, is one of those enterprising and active minded men, who, coming from another part of the continent, many years ago, and making a modest and unnoticed entrance to the world of affairs, has gradually pushed his way in the metropolis, solely by his own merits, to standing, fortune and influence. He was born near Montreal, Canada, Sept. 25, 1837. After an education in private schools, he sallied forth at the age of sixteen to begin the battle of life, in which few men have more bravely played a man's part. Coming to Williamsburg, now a part of the city of Brooklyn, he entered the shipyard of his uncle, Thomas Stack, and spent an apprenticeship of four years in learning the art of building and repairing vessels. A strong desire for a sound education led him during this period to continue his studies by attendance at the night schools.

While favored by his relationship to the proprietor of the yard, the young man did not depend upon that for advancement. He knew that he must make his own way. Ambitious to learn, willing, self denying and energetic, he applied himself with such diligence that his employer made him foreman of the shipyard in 1855. In 1861, Mr. Leary started in business on his own account, as proprietor of a small yard for the building and repair of vessels at the foot of North Thirteenth street, Brooklyn. Success comes to those who deserve it. The young constructor speedily made his reputation. In 1862, he was appointed assistant Superintendent of Construction and Repairs for the United States Revenue Marine. He gave the closest personal attention to his business and being endowed with perfect health, an intelligent mind, a pleasing manner and determination to succeed, the consequence was exactly what might have been expected. To secure proper facilities for his work, Mr. Leary moved, in 1866, to a larger yard at the foot of North Fourth and North Sixth streets, extending a distance of three blocks along the river front.

The government work, performed by Mr. Leary, produced one result which was of lasting benefit to him. It brought him into contact with public men, who, pleased with the qualities of the earnest young man, pointed out other government work which he might obtain and thus led him to compete for and secure many important contracts.

Early in his career, Lloyd's Register of British and Foreign Shipping selected him as its surveyor in the United States, retaining him in this responsible position for



James D. Seay

nine years. It is the duty of a surveyor to give a rating to vessels, based upon their age, condition and seaworthiness, and the service requires the constant examination both of vessels newly built and of those which have been damaged or are growing old. Labors of this description occupied a great deal of Mr. Leary's time. This appointment bore eloquent testimony to Mr. Leary's ability and honor. Ship masters and owners, the most leisurely men in the world at certain times, are, when the vessel is in port, the most hurried. They are anxious to put to sea again in the shortest possible time and secure the best possible rating for their ships, and a surveyor has opportunities thrust upon him for betraying the confidence of his principals to his own advantage. Nothing more need be said than that Mr. Leary's record has always been one of unblemished honesty.

In 1871, having gained sufficient capital to enlarge his operations, Mr. Leary bought the plant of The Williamsburg Mill & Lumber Co., as an auxiliary both to the ship yard and to other work in which he had become engaged. He had now entered upon an entirely new phase of business activity, but, it may be said here, that while important work, not connected with the mercantile or official marine, gradually claimed more and more of his attention, he has never ceased to perform a large amount of building and repairing of vessels. Steamboats, lighters, barges, sailing vessels, tugs, and other craft in great variety have been launched from his yard. He also constructed the Hercules dredges and lighters used by The American Contracting & Dredging Co. in the excavation of the Panama Canal. The total number of vessels built by Mr. Leary is about 390. A large plant has come into existence for the performance of this work, the ship and lumber yards combined having a water front of 1100 feet and covering an area of four city blocks. Nor is this all. Small saw mills in Florida and Georgia belong to him, which supply his yards with vast quantities of yellow pine lumber for sale and use in his various works.

Shortly after the War, Mr. Leary's practical abilities led him into another field of operations, where there was abundant scope for a man of his energy, namely, contract work. In 1868, he obtained a contract for transportation of all supplies for the army purchased in New York city to the trains and boats by which the goods were forwarded to the different army posts. This contract he held until 1880 and fulfilled with fidelity and success. He also devoted himself to the construction of improvements and public works. He has built water batteries, piers and dikes and dredged harbors for the United States Government, and during the Virginius excitement in 1871-72, when it was believed that the United States might soon be at war with Spain, he built a large number of beds for heavy guns for all the fortifications both on the Atlantic and Pacific coasts. This service brought him once more into contact with important public officials, and he gained the friendship of such men as Generals Grant, Hancock, Ingalls, Newton and Gilmore.

On the Brooklyn water front, under his skillful direction, piers and bulkheads have grown into existence for the Havemeyers and Dick & Meyer sugar refineries, The Pennsylvania Railroad Co., The Philadelphia & Reading Railroad Co., Charles Pratt, The Standard Oil Co., and other concerns, this work aggregating over \$3,000,000. Mr. Leary never fails to give entire satisfaction to his clients, and, as a rule, finishes his work ahead of the specified time. His reputation in this respect not only testifies to his driving energy, his power of organization and effective management of bodies of

men, but continually brings him new contracts. In Long Island City, he has improved the water fronts of the property owned by Union College, The Mutual Life Insurance Co., the Hon. Roswell P. Flower, The Barber Asphalt Paving Co., The New York Terra Cotta Co., The Warren Scharf Paving Co., John Good (the cordage manufacturer) and B. T. Babbitt (the soap manufacturer), as well as performed a large amount of construction work for many other important concerns.

During 1873-82, he engaged extensively in the coal trade, having secured contracts for supplying all the public schools and charitable institutions of New York city and all the army posts and navy stations of New York harbor with coal.

Since 1882, Mr. Leary has been largely occupied with contract work along the Harlem river. The first considerable task in the improvement of the water front in that vicinity was from 135th to 138th street for H. A. Cram, and Third to Fourth avenue for J. H. Cheever. For Morris & Adams, he improved the river front from 144th to 149th street, and then secured from John Jacob and William B. Astor, a contract for continuing these improvements from 149th street as far as Cromwell creek. Although given three years in which to complete this undertaking, he ended it in less than a year and a half at a cost of \$928,000. These were all profitable operations. Mr. Leary has lately been building bulkhead walls, excavating the rocks and dredging the river, in order to create the United States Harlem River Ship Canal. He is now constructing the first section of the new Harlem driveway, which will be completed at an expense of about \$850,000 during 1895. The immediate supervision of the details of the work is entrusted to his son, Daniel J. Leary, a graduate of Columbia College and a competent civil and mining engineer. His son has been of great assistance, and has since 1882 relieved his father of a vast burden of the details of construction of public works.

A novel enterprise in which Mr. Leary at one time engaged, attracted public curiosity for its originality and courage. This was the towing of large rafts of timber from Nova Scotia to this city by way of the Atlantic Ocean. Seven huge rafts have been brought to this port in safety.

Mr. Leary is a director of The North Side Bank of Brooklyn, The New York & Long Island Railroad Co., The Hoffman House Co., and The Morris & Cummings Dredging Co.; vice-president of The John Good Cordage & Machine Co.; and a member of the Manhattan club.

He was married Sept. 28, 1859, to Miss Mary C. Fallon, daughter of James Fallon of Brooklyn, long known as a builder and dealer in brown stone and marble. They have three sons and one daughter, Daniel James, Sylvester Napoleon, George and Marie C. Leary. The latter, at the age of six, christened the steamer City of Gloucester built by her father. Mr. Leary is very happy in his family life, and every hour which he can spare from his engrossing labors is spent amid this loving home circle.

In politics, Mr. Leary is an independent, never having joined either of the two great party organizations. Deriving no part of his success from inheritance, his life affords an excellent example of the self-made man, and illustrates the possibilities of free America for those who begin a business career without capital.

WILLIAM FOSTER LEE, merchant, born Sept 20, 1820, in Brimfield, Mass., died in New York city, March 8, 1888. His father was Daniel Foster Lee, a dry goods merchant, and his ancestors on both sides were Puritans who settled in America the

early part of the seventeenth century. Educated in the University of the City of New York, Mr. Lee began life in the dry goods business in St. Louis but soon afterward removed to New York and made a fortune in the dry goods business here. He retired before the War and after that devoted his money and energy to charity. He was one of the earliest members of The Young Men's Christian Association, and chairman of its Employment Committee, and connected with many other institutions. Among them were The Half Orphan Asylum, of which he was superintendent; Grace Chapel, of which he was assistant superintendent; Mr. Moody's Boy's School at Northfield, Mass., of which he was treasurer; and The Society for the Suppression of Vice, being a member of its executive committee. He was also interested in The Home for the Friendless, and the Leake and Watts Orphan House and was an officer in Rev. Dr. Howard Crosby's church. His wife was Helen L. Althause of New York.

WILLIAM HENRY LEE, merchant, born in New Britain, Conn., May 19, 1818, died in New York city, April 9, 1895. He was a son of Thomas Lee, and in the fifth generation of descent from John Lee, who came from Colchester, England, to America in 1634. His great grandfather, Isaac Lee, was a Colonel in the American Revolution, a member of the State Assembly and chief magistrate of his town until incapacitated by old age. The subject of this sketch began life in Troy, N. Y., came to New York in 1842 and spent three years in the employment of J. R. Jaffray & Co. His name appeared first as a principal in 1845, when he organized the firm of Lee & Case for importing and jobbing dry goods, the other partners being Watson E. Case, John J. Phelps and Amos R. Eno. Later, the firm became Wm. H. Lee & Co., Lee, Bliss & Co. and finally Lee, Tweedy & Co., in each house Mr. Lee being senior partner. They have always carried on an enormous trade in the importation and jobbing of dry goods, maintaining an agency in England and representing important mills in Manchester and elsewhere. Mr. Lee was a merchant of fine character and high position, and won success by deserving it. He sat in the directorate of The Fifth Avenue Bank and The Hanover and The National Fire Insurance Co's, was a charter member of the Union League club, and a member also of the Insurance and Merchants' clubs, the Chamber of Commerce, The Sons of the American Revolution and The New England Society.

ABRAHAM LEGGETT, merchant, born in Mount Pleasant, Westchester county, N. Y., in 1805, died in Brooklyn, N. Y., Sept. 1, 1878. This family are of English descent, the emigrant ancestor having been Gabriel Leggett, who came to this city from the Barbadoes over 200 years ago, settling in Westchester county. Abraham Leggett found his way to New York city when twenty-one years of age, and with his twin brother Isaac, engaged in the grocery business under the Fulton Market. In 1848, he bought the premises at No. 205 Front street and carried on a large wholesale grocery trade under the name of A. Leggett & Son, until 1871, when he retired. His son, William, succeeded him. Mr. Leggett was one of the founders of The Produce Exchange. His wife was Sarah, daughter of Richard Lee and he left four sons, Richard L., William A., Francis H. and Theodore Leggett, the latter dying in 1883.—His son, **FRANCIS HOWARD LEGGETT**, wholesale grocer, born in New York city, March 27, 1840, was a student in the local schools until the age of sixteen and then, in 1856, entered the produce commission business of R. L. Leggett & Co., in which his father was a partner, to acquire a training in business pursuits. He became a partner in 1862. The young man having saved about \$18,000 borrowed about as much

more from his father in 1870 and with Theodore Leggett established the importing and jobbing grocery house of Francis H. Leggett & Co. This concern has by perseverance, sound methods and fine ability, created a business extending to all parts of the United States and now ranks as one of the strongest houses in the trade. It occupies a large building of its own on West Broadway, as well as a warehouse on Laight street. Mr. Leggett is a member of the Union League, Grolier, Tuxedo, Metropolitan, Riding and Merchants' clubs, the Chamber of Commerce and the Cotton and Produce Exchanges.

EMANUEL LEHMAN, merchant, a native of the village of Rimpur, near Wurzburg, Germany, was born Feb. 15, 1827. His parents, who were of German-Hebrew descent, gave their son a sound training both at home and in the high school in Wurzburg and the lad then entered upon the practical work of life. At that period, many Germans had learned of the better opportunities presented by the new world and were exchanging homes in the fatherland for a residence in the Southern States. Following this movement, Mr. Lehman sailed for America in 1847 and joined his brother Henry, a merchant in Montgomery, Ala., since 1844, in the management of a general store. They were diligent and hard working men, and as they prospered drifted naturally into a factorage and cotton business. To enable a cotton planter to cultivate his crop, it is necessary for him to resort to some neighboring general merchant, who will advance to him a large amount of supplies and carry him along to the time when the crop can be harvested and sold. The intimate relations of the Lehman Bro's with the cotton planters resulted in the development of an extensive trade, both in supplies and in cotton. The staple they shipped to the north and to Europe.

In 1856, the Lehman Bro's found themselves compelled by a growing business to establish a house in New York city, and Emanuel Lehman was placed in charge of it. The Civil War caused a serious interruption in the operations of the New York house, but, in 1865, it was re-established by Emanuel Lehman, the younger brother, Mayer, remaining in Montgomery for a while in charge of the Southern business, which is yet conducted under the name of Lehman, Durr & Co. They also established a commission business in New Orleans in 1865 under the title of Lehman, Newgass & Co., now known as Lehman, Stern & Co. All three firms are now prominent in their respective cities and deal in cotton, sugar, coffee, etc. Emanuel Lehman, senior partner in the firm, has made his home in New York since 1856.

After the War, the brothers Lehman devoted themselves to a task which has enlisted the sympathy and active interest of every progressive and public-spirited man in the South, namely, a revival of the interests prostrated by the War and a development of the theretofore scarcely exploited natural resources of the region. In 1865, the State of Alabama being impoverished, the Lehman Bro's furnished \$100,000 to defray the expenses of the first convention, held under the reconstruction act, and afterward acted as fiscal agents for the State, retaining this relation until Alabama came under the control of the Radicals, about 1871. By their investments, they promoted the reorganization of railroad companies, the improvement of real estate, the building of iron furnaces and other factories, and the opening of coal mines. They now have large interests in these properties and have aided largely in building several Southern railroads. They are also principal owners of two excellent and prosperous cotton mills, one operated by The Tallassee Falls Manufacturing Co., near Montgomery; the other, the Lane Mills in New Orleans.



Emanuel Lehman

Mr. Lehman is a director of The Mercantile National Bank, The Queens County Bank on Long Island, The Alabama Mineral Land Co., The Berry-Boice Cattle Co., The Metropolitan Ferry Co., and The Tenth & Twenty-third Streets Railroad Co., and The Third Avenue Railroad. He displays the marked philanthropy so characteristic of his race, and cordially supports the Hebrew charities of the city and serves as president of The Hebrew Orphan Asylum.

In May, 1859, he married Pauline, daughter of Louis Sondheim of New York. His wife died in 1871, leaving four children: Milton; Philip a partner in the firm; Harriet and Eveline. Mr. Lehman is a member of The Southern Society and highly respected in business circles in this city.

MAYER LEHMAN, merchant, next to the senior partner in the conspicuous firm of Lehman Bro's, was born in Rimparr, near Wurzburg, Germany, Jan. 9, 1830. He had the advantage of a sound education in the public schools of Wurzburg, and in 1850 followed his brothers, Emanuel and Henry, to the United States. After a year of experience in the store of Lehman Bro's in Montgomery, he resolved to engage in business on his own account, and in January, 1851, started a store of his own in Montgomery, which he carried on until 1853. He then joined his two brothers in the partnership of Lehman Bro's. Henry died in 1855, and from that time to the present the house has carried on a prosperous trade under the direction of Emanuel and Mayer Lehman.

Mr. Lehman saw much of the operations of the Civil War, and experienced the wild excitement of that period which strongly moved every resident of the South. Montgomery was the theater of stirring scenes. In 1864, the Governor of Alabama appointed Mr. Lehman a Commissioner to visit and look after the interests of Alabama soldiers, held prisoners of war in the North. Other tenders of office were made to him frequently but declined.

In 1867, Mr. Lehman came to New York and has ever since made the metropolis his home. He was one of the organizers of the Cotton Exchange and has been actively identified with its management, as a director and otherwise, until the present time. His brother and he are naturally proud of a business career, which, extending over a full half century, has been attended with success from the day of its first small beginning. Mr. Lehman has been active in the railroad, land, industrial and mining enterprises of his house, and was one of twenty men who established the first important iron furnace in the South before the war. He is a progressive, clear headed and capable man, and is a director of The Hamilton Bank, The American Cotton Oil Co., The Union Oil Co., of Providence, R. I., and The N. K. Fairbank Co., of Chicago. Highly esteemed in private life, he takes an active interest in philanthropic work, is a member of The Harmonie club, was a trustee of Temple Emanu-El and of a number of charitable societies, and is a generous giver, being especially active in Mount Sinai Hospital and Training School.

Married in 1858 in New Orleans to Babetta, daughter of Isaac Newgass, he is the father of several children, of whom those living are Sigmund M., Hattie, Settie, Clara, Arthur, Irving and Herbert.

JAMES LENOX, founder of the Lenox Library, died in this city, Feb. 17, 1880, in his eightieth year. The Lenox family, which has been conspicuous on the Island of Manhattan for more than a century, was planted here by Robert and James Lenox, brothers, natives of Scotland. James engaged in business here after the American



Major Sherman

Revolution as a cooper in company with Joshua Jones. Robert Lenox supplied the British troops on this island with provisions, etc., during the Revolution, and after the war became a great merchant. He lived in Pearl street, and his standing is shown by the fact that he was president of The Mutual Insurance Co., the oldest in the city, dating from 1787; a director in the old United States Branch Bank, The Marine Insurance Co., and other corporations; president of the Chamber of Commerce, and at one time president of The St. Andrews Society. He married a daughter of Nicholas Carmer. Mr. Lenox bought real estate upon various parts of the island and gained a fortune of several millions by the increase in value of his land. This fortune at his death, Dec. 13, 1839, descended to his son, James Lenox, the subject of this memoir, and his five daughters, four of whom married into the Kennedy, Donaldson, Banks and Sheafe families, Henrietta Lenox remaining unmarried. James Lenox spent his life largely in the administration of his fortune. Among his possessions was a farm between Fourth and Fifth avenues, near 72d street, which after 1864 he divided into city lots. He was generous in gifts of charity, and he founded at a cost of \$2,000,000 the Lenox Library, fronting Central Park on Fifth avenue, between 70th and 71st streets, which he dedicated to the service of the public. Always fond of rare books and works of art, he devoted much of his time to collecting them. By his will, Mr. Lenox gave \$300,000 more to the Lenox Library, and, excepting \$153,000 in specific legacies, left the residue of his estate to his sister, Henrietta A. Lenox. Although a man of agreeable manners and a fine raconteur, he shunned fashionable society and never married.

WILLIAM LIBBEY, merchant, retired, and financier, for many years the only partner and general manager of the dry goods firm of A. T. Stewart & Co., noted for his upright, industrious and successful business life, was born March 7, 1820, in Newburgh, Orange county, N. Y. He is a son of William Seavey Libbey, formerly of Rye Beach, N. H., and a lineal descendant of John Libbey, who came from the west of England in 1630, settled in Maine, and became one of the founders of the town of Scarborough. Mr. Libbey's great grandfather and grandfather in the paternal line served during the Continental and Revolutionary wars. His father moved to Newburgh about 1810 with a colony from Salem, Mass., having married just previously Sarah Farrington, of that place.

When a lad, Mr. Libbey attended the Newburgh academy and prepared for college in the classical school of the Rev. Joel Phinney. Visiting Schenectady, he had arranged to enter Union College about 1835, when circumstances shortly afterward obliged him to enter at once upon a commercial career. William S. Libbey's inability to send his boy to college grew out of his failure as an architect and builder while living in Newburgh. The impression made upon William's mind, induced the latter, being the only son, to form a resolution that, if he were ever able, he would make up any deficiency resulting from his father's failure. He requested the assignee, after paying all that could be obtained from the assets, to deliver to him all books and papers of the estate. Subsequently, after a period of thirty years, he caused to be prepared a statement, showing each of these unsettled claims and then paid them in full, with seven per cent. interest, to the persons or heirs of the estates represented. These receipts of payment, bound in book form, he presented to his father, upon the latter's seventy-ninth birthday.

In the fall of 1835 at the age of fifteen, William Libbey came to New York city,

and entered the store of W. & J. Van Buskirk, jobbers in dry goods at No. 9 Pine street. The position not being satisfactory, he remained there only thirty days. He then engaged with Clark & Myers, dry goods jobbers, at No. 66 Liberty street, and remained with them about seven years.

In 1842, Mr. Libbey became connected with the old and well known firm of jobbers, known as Hunt Bro's, at No. 18 Exchange Place, who were among the pioneers in establishing the principle of selling goods for cash.

At the close of 1849, Mr. Libbey left the firm of Hunt Bro's and, Jan. 1, 1850, became one of the firm of Hastings, Libbey & Forby, located at No. 37 Nassau street. Three years later, he withdrew from this connection and became associated with Arnold Graef, who represented a large number of foreign woolen and silk accounts. The two men formed the firm of William Libbey & Graef of No. 56 Liberty street, New York, and of Philadelphia, and Arnold Graef & Libbey, Dresden and Aix la Chapelle, Germany. This connection was successful up to 1857, when the disasters of that year largely delayed remittances to their correspondents abroad and resulted the succeeding year in a liquidation of the business. The consignors, whom the firm represented, empowered Mr. Libbey to liquidate their affairs and make remittances, voluntarily agreeing to accept the results of such liquidation as in full of all demands for their respective claims. It was characteristic of the scrupulous sense of honor of Mr. Libbey, that after having paid from the assets all that could be obtained, he remitted the balance, principal and interest of all claims against him, about nine years later. Gold being at a premium of 32 per cent., he added one half as his equitable share.

In 1859, his abilities and character attracted the attention of A. T. Stewart, whom he had never personally met, and he was invited in September to an interview. This resulted in the acceptance by Mr. Libbey of the position made vacant by the death of Mr. Stewart's partner, W. H. Burrows, involving charge of the credits of the house, engagement of employes and general management. The character of the business of A. T. Stewart & Co., commencing with 1860, changed materially, growing out of the fact that previous to that time, it had been made up principally of the sale of choice and expensive foreign fabrics, and had been built up by Mr. Stewart into a large and successful retail business, including a moderate amount of wholesale trade with the large retailers throughout the country. The firm also enjoyed to a large extent the trade of old families located throughout the States. About the time of and prior to the outbreak of the rebellion, Mr. Libbey, in reorganizing the department of credits then under his immediate control, closed about 800 accounts of this class as a matter of precaution. Conditions and circumstances existing at that time forced a discussion of the question, frequently brought before Mr. Stewart's mind, of either retiring from the business altogether, and, as he repeatedly said, "Putting out the red flag and liquidating," or determining on a great change in a different direction. Mr. Stewart was much in doubt during 1860 as to the results of the impending war. His health was broken and the complication of doubtful conditions was further increased by the discovery of a large defalcation by a former partner, in whom he had placed every confidence. Mr. Libbey's long experience in the domestic jobbing trade of this country enabled him to suggest a possible alternative, which was subsequently accepted by Mr. Stewart, and resulted in an organization whereby the home fabrics of the United States and a popular trade were substituted for the finer and exclusive

fabrics of foreign manufacture and a select trade. From time to time thereafter, by engaging competent and able assistants and organizing new departments, a large and successful business was developed.

One marked feature of the work of the house was that of the bureau of credits, in the basis of which Mr. Libbey had been much interested, and with which he had been familiar from its initiation in the house of Arthur Tappan & Co. about 1830, and in The Mercantile Agency of Lewis Tappan & Co. in 1841.

In the firm's new bureau of credits, started in 1860, a system was created whose efficacy was tested by Mr. Stewart at a time of panic, when he desired to know whether they were not getting into deep water by making large sales on credit. He was not personally informed about the details and did not usually desire to be, but now sought information as to the facts. It was provided for him by Mr. Libbey, who prepared a statement of net loss upon the last hundred million dollars of all kinds of credit sales made by the house. The result, when obtained, showed that the losses were within a fraction of one mill per cent.

During their business connection, and particularly during the last ten years, Mr. Stewart placed nearly the whole management of affairs under Mr. Libbey's control. The transactions of the house, included in purchases and sales, had increased from about fifteen millions per annum, prior to 1860, to about one hundred and ten millions, and, incidentally, an organization had been evolved probably unequalled in the world.

In 1873, during a severe attack of illness from which he never fully recovered, Mr. Stewart made his will, making Mr. Libbey, his only surviving partner, one of his executors. Subsequently to Mr. Stewart's death in 1876, the business was continued for a few years, in partnership with Judge Henry Hilton, and then liquidated, Mr. Libbey retiring.

Notwithstanding the impressions and opinions formed, which grew principally out of the jealousy and envy characteristic of competitive trade, it is proper to say, as Mr. Libbey has often stated, that after an association with Mr. Stewart during a period of nearly seventeen years of the closest personal and business intimacy, he always found him intensely loyal to all his surroundings, infallibly true to his word, and a most agreeable associate and companion. One of the marked traits of his character was that of implicit reliance on those in whom he placed confidence.

July 8, 1850, Mr. Libbey married Miss Elizabeth Marsh, of Fausse Point, La., daughter of Jonas Marsh and Elizabeth Morse, the latter a member of the Morse family of New Jersey and Louisiana. This union brought them three sons, William Libbey, jr., married, and a professor in the College of New Jersey, Princeton, N. J. ; Jonas M. Libbey, unmarried, and from 1877 to 1884 editor and proprietor of *The Princeton Review* ; and Frederick A. Libbey, married, and associated with Jonas M. and their father in looking after various investments.

Retiring in 1883 from active labor in the dry goods business, Mr. Libbey continued to take a lively interest in financial affairs. Among other institutions and corporations, he is a director of The National Bank of Commerce, The New York, Lake Erie & Western Railroad, and The American Pig Iron Storage Warrant Co. ; trustee of The United States Trust Co., and The Sun Insurance Co., of London ; a member of the Chamber of Commerce ; and life member of The New England Society, The New York Historical Society, and The American Geographical Society. He is also a trus-

tee of the College of New Jersey and of the Princeton Theological Seminary. There are many others in which he has borne a part but with which at the present time he is not associated. Since 1840, he has been a member of the Fifth Avenue Presbyterian Church and for several years was a trustee.

In connection therewith, he took a prominent part in the organization, in 1842, of a society of which he was afterward the president and which subsequently developed in the formation of Young Men's Christian Associations in this country and Europe. He was for many years in active association with Sunday school and other benevolent work and is identified with The New York Eye and Ear Infirmary, The Northern Dispensary and many hospitals, charities and educational institutions, to which he has been a liberal contributor.

Mr. Libbey spends his leisure time in the enjoyment of his beautiful home on Washington Heights on the upper part of this island overlooking the Hudson.

BENJAMIN LICHTENSTEIN, merchant, was born in Hollstadt, Bavaria, Aug. 16, 1839. His father was Salome Lichtenstein, a merchant. Educated in New York city, the young man served as errand boy and clerk in various stores, beginning with a salary of \$1.25 per week. In 1862, he ventured to engage in the wholesale jobbing of tobacco and cigars in New Orleans and met with excellent success, but illness caused him to abandon business in the South and he started a manufactory of cigars in New York city under the name of Lichtenstein Bro's & Co. Energy, determination and business skill brought him rapidly to the front. He is now president of The Consolidated Cigarette Co. and a trustee of The Lichtenstein Bro's Co. His means have been judiciously invested in real estate, which is constantly growing in value and is already worth about a million dollars. He owns 13 and 640 Broadway, 442-6 10th street, and 135-141 Avenue D, free of incumbrances. He lives quietly, is a member of the Freundschaft club, and is a worthy man. Nov. 29, 1863, he married Sara Katten of New Orleans and has six children: Salome K., Alexander, Melvin, Eleanor, Stella and Harry Everett Lichtenstein.

EDWARD FRANCIS LINTON, realty owner, was born in Mattapoisett, Mass., Feb. 7, 1843. He is of English descent and his father, Edward D. Linton, was a conspicuous abolitionist, associate editor of *The Liberator*, and was on one occasion, in 1848, driven by violence from the lecture platform in New Bedford. Edward gained a fair education, and, being poor, learned the art of pyrotechnics at Weymouth, Mass., in the employment of E. S. Hunt. When South Carolina seceded, he was in the city of Charleston, whence he worked his way to New York on the last sailing vessel to leave the port before the firing on Fort Sumter. Led by inherited sentiment and this experience, he enlisted in the 11th Mass. Inf., being the first man in Weymouth to enlist, and served through the war. Coming to New York in 1868, he established a small factory for making fireworks, which proved successful. The industry grew enormously and was incorporated, with Mr. Linton as president. The warehouse is on Park Place, a street devoted in part to this class of enterprises. Mr. Linton retired from this business in 1884. Since then, real estate transactions in Brooklyn have occupied his principal attention. He has been the agent for the sale of an immense amount of property and has bought and sold on his own account large tracts of land in the 26th Ward. In four years' time, he built over 400 houses on these properties. He is senior partner in the bank of E. F. Linton & Co. in Brooklyn, secre-

tary of The D. & M. Chauncey Real Estate Co., president of The German-American Improvement Co., director of The Brooklyn Real Estate Exchange and member of the Brooklyn and Union League clubs of Brooklyn. By his marriage with Julia A. Baker of Weymouth, Mass., in 1866, his children are Edith, Alice and Enid.

JOSEPH JAMES LITTLE, printer, was born in England, June 5, 1841. He began life in modest circumstances, the son of James Little, a tailor who emigrated to the United States in 1847. The family settled soon afterward in Morris, Otsego county, N. Y. Joseph left district school at the age of fourteen to learn the trade of a printer as an apprentice. Three years later, he came to New York and found employment in the printing office of Rennie, Shea & Lindsey, rising to the foremanship about 1864. Two years later, Mr. Little began business on his own account in a small way, having for a junior partner his former employer, Mr. Rennie. A third associate joining in the venture, the three with the combined capital of \$5,000 started the printing office of Little, Rennie & Co. on Broome street, in 1867. Being practical and hard working men they made their way by inches. In 1873, William Jennings Demorest joined the firm and brought them the printing of his fashion papers. The business finally grew quite large and in 1871 was moved to an uptown location. In his present large quarters on Astor place, they do an enormous business in the printing of books, magazines, etc., employing about 500 persons. The present title of J. J. Little & Co. was adopted in 1876. The success of Mr. Little is due to sound business methods, steady persistence, and the adoption of the most modern processes in the work of his house. He is a member of the Aldine, Manhattan, Players' and Democratic clubs, and of the Chamber of Commerce, The General Society of Mechanics & Tradesmen, The American Geographical Society, The American Institute, Lafayette Post, G. A. R., and Kane Lodge, F. & A. M., and Colonel of the Veteran Association of the 71st Regiment, N. G., S. N. Y. He is also a director of The Astor Place Bank and trustee of The New York Infant Asylum. He saw service in the Civil War and has been a member of the Board of Education, resigning to take a seat in the 52d Congress, to which he was elected by a plurality of over 8,000. He has served on several public committees. In 1866, he married Josephine Robinson. Of their eight children, six survive: Edith Agnes, Arthur W., Louise S. (now Mrs. Thompson), Estelle R., Raymond D., and Elsie Little.

ANSON LIVINGSTON, lawyer, born at No. 37 Broadway in this city, May 1, 1807, died on Staten Island, Aug. 4, 1873. His father was Judge Brockholst Livingston of the United States Supreme Court, who was the son of William Livingston, Governor of New Jersey, the third in descent from Robert, founder of the Livingston family in America. The mother of Anson Livingston, Ann Ludlow, the second wife of Judge Livingston, died shortly after her son's birth, and the child was named after her, Anson, *i. e.*, "Ann's son." He graduated from Columbia College and after his father's death traveled abroad. Always enterprising, he attempted the ascent of Mt. Blanc, but was driven back by a great storm. At the age of twenty-two, he married a relative, Anne, the daughter of Henry Walter Livingston, and for a few years thereafter lived in Columbia county, N. Y. About 1836, he removed to New York city and lived there until 1861 when he established his home on the north shore of Staten Island at what is now Livingston. Although a lawyer, Mr. Livingston did not practice his profession. His principal business occupation lay in taking care of the estates of his

brothers and sisters who resided abroad. He inherited a modest fortune from his father, which he increased by judicious management and steady application. Mr. Livingston combined in his character two opposite traits, strongly marked. He was brave almost to rashness, and tender almost to weakness. He was ever ready to forgive and forget. Throughout his entire life, he was a sportsman in the higher sense of the term, and enthusiastic about fast trotters, many of which he owned and drove. He was a yachtsman also, and owned several of the well-known small yachts in the New York Yacht club—the *Annië*, *Whitecap*, and *Vixen*. He took a great interest in the famous *America* and was a friend of John L. Stevens. As to his personal appearance, a remark is recalled made by Commodore Stevens at a dinner given to him on his return with the "Queen's Cup," at which Mr. Livingston was present. When asked whom Prince Albert looked like, Commodore Stevens glancing round the table answered: "He looks like Anson." As the Prince Consort was exceedingly handsome and Mr. Livingston exceedingly modest, the latter blushed like a girl at the compliment, and a laugh went round at his expense. In intellectual endowments and in beauty of character, he also much resembled Prince Albert. Mr. Livingston was greatly gifted in birth, opportunity, intellect, personal prowess, and deep and earnest purpose. He used these gifts well. His example was a good one to all the young men who knew him, and they honored him. He left a son Ludlow, who died a few months after his father, and two daughters who are yet living, Mrs. Mary L. Harrison and Ann L. Livingston.

ROBERT EDWARD LIVINGSTON, born in Clermont, Columbia county, N. Y., died in New York city, Jan. 20, 1889. The descendant of an eminent family, on his mother's side, he was a grandson of Robert R. Livingston, one of the drafters of the Declaration of Independence, and on his father's, a grandson of Philip R. Livingston, one of the Signers of the Declaration and a member of the first Continental Congress. He was a son of Edward P. Livingston, at one time Lieutenant Governor of New York. Educated at Clermont by private tutors, he managed the estate which came to him by inheritance with the ability of a business man and the graciousness of a gentleman. He promoted the welfare of his tenants, constantly building churches and school houses for them and otherwise displaying his interest in their affairs. In 1854, he married Susan, daughter of James F. De Peyster, and lived a part of every year in New York, where he became a vestryman in Grace Church, president of The New York Dispensary, and vice president of the St. Nicholas club. Mr. Livingston was connected with many old families of the city, among others the Beekmans, Schuylers, De Peysters, Van Cortlandts, Reades and Stuyvesants. His wife, three sons and a daughter survived him.

FREDERICK LOESER, merchant, a native of Mergentheim, Germany, and of Hebrew descent, was born Dec. 23, 1833. His father, a silversmith, was a worthy man but of moderate means. Frederick left the Latin school at the age of fourteen to become an apprentice for three years to a maker of dress trimmings and buttons in Wurzburg. He learned the art, became a journeyman, and, in accordance with custom, spent three years practicing his trade in Vienna, Munich, Zurich and Berne. In November, 1853, in order to escape military duty, which at that time meant six years' service, he emigrated to New York city. His trade had not been developed in the United States and Mr. Loeser made his way to distant relatives in Morganfield, Ky., where he traded in furs and learned the American language. In 1855, he accepted a

position as traveling salesman in the employment of a wholesale clothing house in Louisville, Ky. In 1857, the panic caused his house to liquidate and he came to New York, where he found employment with S. M. Peyser, importer and retailer of dress trimmings and worsted embroideries. Three years later, with Moritz Dinkelspiel, his brother-in-law, as a partner, and with a capital of about \$1,200, he opened a small store at No. 277 Fulton street, Brooklyn, for the sale of worsteds, embroideries and trimmings, under the name of Frederick Loeser & Co. Thorough knowledge of the business brought to him many customers, who had formerly made their purchases in New York city. The Civil War brought trying times to the firm, but by dint of energy and by dispensing with salaried clerks, they met every liability without failure. In 1863, they established a branch store at No. 737 Broadway in New York, but Jan. 1, 1866, the partners separated, Mr. Loeser retaining the Brooklyn store, and Mr. Dinkelspiel the one in New York. For six years, Mr. Loeser traded under his own name, but in 1872, admitted Louis and Hermann Liebmann, and in 1876, his brother, Gustav Loeser, to partnership under the old name of Frederick Loeser & Co. In 1887, the store was sold to the Liebmanns at a competitive sale, and the Loesers, associating with themselves John and Howard Gibb, opened a new general dry goods store on Fulton street, opposite the junction with DeKalb avenue, under the time-honored name of the old firm. In this new location, the business has assumed dimensions which have surprised the partners themselves. Mr. Loeser is a member of the Brooklyn and Liederkrantz clubs. He was married, Sept. 30, 1860, to Matilde Dinkelspiel, by whom he had two children, Charles Alexander and Robert M. Loeser. His second wife is Emilie Viet, his cousin.

EDWARD VICTOR LOEW, lawyer, builder and insurance president, born in this city, March 18, 1839, is a son of Frederick and Salome S. Loew, who came to this country from Strasbourg in the province of Alsace, France (now included in German territory) where the family name had, for many years, been prominent in the manufacture of woolen goods. The young man attended the old public school, No. 14, in this city, of which Leonard Hazeltine was principal, but, on account of the death of his father, was compelled to leave his books when only twelve years of age and begin to earn his own support.

Having obtained employment in a real estate office, he applied himself to acquiring a full knowledge of every detail of the business, and rose by application and merit to be chief clerk, and only left that position at an early age to make a start for himself in the same vocation in partnership with his brother, Charles E. Loew, now deceased. During his leisure time, he mastered the rudiments of law and after completing his studies under Samuel P. Bell, a well known real estate attorney, he was admitted to the bar in 1868. By making a specialty of real estate conveyancing and other office business, he soon created a large and lucrative practice. He then engaged in important land and building operations, which soon required his undivided attention and which he conducted with such excellent judgment and ability as to win distinct success. He has been interested in the construction of over 300 buildings for residence purposes in this city.

Mr. Loew has also won the reputation of a shrewd and careful financier. He became an incorporator in 1867 of The Eleventh Ward Bank, which has been highly successful and of which he is yet a director, and in 1869, of The Eleventh Ward Savings



Edmund Stans

Bank, of which he was the first president, filling the position with so much efficiency and success, that upon his retirement very complimentary resolutions of respect and appreciation were adopted by the trustees.

Mr. Loew in 1870 aided in the incorporation of The Manufacturers' & Builders' Fire Insurance Co., becoming its president and serving for twenty-three years. He made the company one of the best and most prosperous in the city. In 1873, Mr. Loew became an incorporator of The New York Real Estate Guaranty Co., of which he is now president. He is a director in The Seaboard National Bank, The Knickerbocker Trust Co., The Standard Gas Light Co., and The New York Mutual Savings & Loan Association, and first vice president of The American Savings Bank, The Iron Steamboat Co., and the Batopilas Mining Co. It is seldom that one meets with such marked and continuous progress as that which has attended the persistent enterprise of Mr. Loew.

Although ever ready to do his full duty as a citizen, Mr. Loew has declined many offers of public office. In 1884, however, he accepted from a combination of reform organizations a nomination for Comptroller of the City of New York and was elected by a flattering majority. During his three years in office, many opportunities arose for an upright, independent and intelligent official to serve the public interest against the best laid schemes of public plunder, and it is sufficient to say that the reputation which secured Mr. Loew's nomination was confirmed and strengthened by his acts as Comptroller. In 1887, he was urgently pressed by a large number of the most prominent men in the city to accept a renomination, but was obliged to decline.

Mr. Loew was married in 1872, to Julia, daughter of Thomas Goadby, a retired manufacturer of this city, and has a family of three sons, Edward Victor Loew, jr., Wm. Goadby Loew and Frederick W. Loew, and two daughters, Edna Goadby Loew and Marguerite Salome Loew. His tastes are thoroughly domestic and he belongs to only three clubs, the Manhattan, Riding and City. He finds his greatest pleasure in promoting the happiness of his family and dispensing a refined hospitality to a host of friends.

Mr. Loew has acquired wealth and position by ability, perseverance and upright methods and has given employment to thousands of men and improved the city in which he lives. The path of many a struggling friend has been smoothed by his acts of kindness, and he has shown by his success that "where there is a will there is a way." He gives with discrimination, and is a good citizen, whose life record is an heritage for his children and should be full of inspiration to every honest youth who is determined to succeed.

ALFRED LEBBEUS LOOMIS, M. D., born in Bennington, Vt., in 1831, died at No. 19 West 34th street, in this city, Jan. 23, 1895. Graduating from Union College in 1851 and fitting himself for the practice of medicine at the College of Physicians and Surgeons in this city, Dr. Loomis established himself as a general practitioner in 1855, after having spent two years as assistant physician on Ward's and Blackwell's islands. Diseases of the respiratory organs were adopted as his specialty from the beginning and in his later years his associates in medicine conceded to him the rank of one of the leading authorities in the United States in that branch of medical science. His consulting rooms were thronged with patients, who paid him large fees for his advice, and Dr. Loomis was one of the few who accumulated a large fortune in his

profession. Bellevue, Mount Sinai, the Charity and other hospitals gave him a place on their staffs, and he belonged to all the principal medical societies of America and Europe and the faculty of the University of the City of New York. No other man did more than he to promote the prominence of the Adirondacks as a health resort. He was a large contributor to the medical literature of the day, some of his larger works being "Lessons in Physical Diagnosis," "Diseases of the Respiratory Organs, Heart and Kidneys," "Lectures on Fevers," "Diseases of Old Age," and "A Text Book of Practical Medicine." Dr. Loomis married twice, and his second wife and two children by his first wife survived him.

DANIEL LORD, lawyer, a native of Stonington, Conn., born Sept. 2, 1795, died in New York city, March 4, 1868. He was a brother of Rufus L., Thomas, and David N. Lord, the latter a notable merchant of this city and prominent promoter of The New York & Erie Railroad and also of Eleazer Lord, president of that road. Graduating from Yale College and being admitted to the bar in 1817, this country lad rose in time to be the greatest mercantile lawyer of New York city. Few great cases in either the New York or United States courts came to trial without his appearance on one side or the other, and his practice brought him a fortune. He was a distinguished orator and his indignant speech at a public meeting held in the Broadway Tabernacle over the brutal assault upon Charles Sumner in the United States Senate so stung the Slidell family, that one of its members challenged him. Mr. Lord disposed of the challenge with contempt.

SAMUEL LORD, dry goods merchant, born in Yorkshire, England, died at his home, Ashton-on-Mersey, Cheshire, England, May 23, 1889, in his eighty-sixth year. The youngest of five children, he was left an orphan while young. He served an apprenticeship in the trade of iron-moulder, rising to be master of the craft. In 1824, he came to New York and engaged in the dry goods business, and in 1826, was joined by his young wife and child, whom he had left in England. His wife's cousin, George W. Taylor, entered the business with him in 1834, under the firm name of Lord & Taylor, but withdrew in 1845, and was succeeded by James S. Taylor, Mrs. Lord's brother. They continued in business in Catherine street until 1854, when they moved to the corner of Grand and Chrystie streets, and in 1860, established a second store on Broadway at the corner of Grand street, later removing the latter to the corner of Broadway and 20th street, the present location of the up-town store. Mr. Lord retired in 1862, making his home thereafter at Ashton, Cheshire, England. He was a special partner in several firms. He never forgot those who helped him in his early struggles. His two sons, G. W. Taylor Lord and Samuel Lord, jr., succeeded him in the firm.

THOMAS LORD, merchant, born in Norwich, Conn., about 1795, died in New York city, Feb. 8, 1879. He was one of a notable family, the men of which were all prominent in this city, the early part of the present century. In 1822, he became a partner of the old firm of Lord & Lees, great importers of dry goods in this city, famous in every part of the country. He married a daughter of Elbert Anderson and had several children. He was president at one time of The Columbia Marine Insurance Co. Receiving a large inheritance from his brother Rufus, he added thereto until his wealth was conspicuous. Real-estate, which he bought at what would now be regarded a low price in the heart of the business portion of the city, afterward

rose to a high value. In 1841, he was Naval Officer of the port. His first wife died in 1872. Dec. 31, 1877, he was married to Mrs. Annette Wilhelmina Hicks, a leader in the social life of the city.

PETER LORILLARD, tobacconist, who died at Saratoga, N. Y., Oct. 6, 1867, in the seventy-second year of his age, succeeded his father in a well-established tobacco business in this city about the middle of the century, and after many years of strict frugality and untiring industry in the manufacture and sale of tobacco, became the richest person in the trade in the United States. Long before the many dealers whose names are now familiar as leaders in the business had become known in commercial circles, Mr. Lorillard accumulated a fortune which enabled him to rule the market. The business and house, which his children inherit, are one hundred years old. The most conspicuous representative of the family at the present time is Pierre Lorillard, who is a large stockholder in The P. Lorillard Co., incorporated, which, with a capital of \$5,000,000, employs about 3,000 persons in large factories in Jersey City. He is the founder of Tuxedo Park and a very public-spirited man.

PHINEAS CHAPMAN LOUNSBURY, statesman, financier, and for many years president of The Merchants' Exchange National Bank of New York, was born Jan. 10, 1841, in Ridgefield, Conn., of good old colonial stock. His grandfather was a farmer but fought bravely throughout the War of the Revolution, while his father, who yet enjoys a hearty old age, devotes himself to agricultural pursuits.

The young man received his early education in the schools of his native State and showed a marked fondness for and proficiency in the classics, elocution and debates, his favorite study being mathematics. When the Civil War began, he enlisted as a private in the 17th Conn. Vol's, but was stricken down by sickness, which compelled his retirement. He was recommended for a pension but refused it. In spite of the fact that bad health debarred him from participation in the battles in which his regiment distinguished itself, he has never lost interest in his former comrades in arms and is an active member of Edwin D. Pickett Post No. 64, G. A. R. of Ridgefield.

When his old regiment dedicated a monument on the battlefield of Gettysburg, in July, 1884, the former private was orator of the day and delivered a touching and eloquent eulogy over the graves of the comrades, who gave up their lives in that hotly contested fight. His peroration was worthy of the occasion. It was couched in these words :

"If in the years to come, the North and South shall vie with each other in the bloodless battle of industry and patriotism, of social justice and political freedom, of intelligence and virtue, as gallantly and truly as on this field they fought in fratricidal strife, to gather the harvest the battle's red rain has made to flow, who shall regret the price paid?"

Governor Lounsbury's political career has been an enviable and brilliant one, characterized as it has been by perfect purity and fervent patriotism. His first vote was cast in 1862 for Abraham Lincoln and from that day he has always been a devoted Republican. In 1874, he served in the Connecticut Legislature, representing his native place, and his services in that body, both on committee work and as Speaker, won such unanimous commendation that he soon became a leader in his party. It was largely through his efforts that the local option laws, which were passed in the State, were enacted, and however they may have antagonized certain classes, it is certain that they

elevated him in the esteem of all whose esteem is worth having. It was by his speeches in favor of temperance that he first won the reputation of being one of the orators of the State, and in the Blaine campaign of 1884, he added largely to this reputation.

At these State conventions, he was brought forward as candidate for Governor. In 1882, he requested that his name be withdrawn in favor of the Hon. Wm. H. Buckley, but four years later he was unanimously nominated on the first ballot.

His administration of the high office during 1887 and 1888, was characterized by wisdom and patriotism and firmness, such as entitle him to rank high compared with his predecessors. A notable instance of how his influence was felt was shown in the "Incorrigible Criminals Act." This provides that a person who has been twice convicted of an offense, involving a term of not less than two years in prison, shall on the third conviction be sentenced to imprisonment for twenty-five years. Governor Lounsbury believed that a life sentence should be imposed in such cases, and said so in a message in which he brought the subject to the attention of the Legislature, his strongest argument being that the State prison is primarily for the protection of society, an idea which has resulted recently, in one State at least, in the imposition of a life penalty, although it was thought best not to impose the life sentence, the twenty-five year term in most cases amounting to practically the same thing.

Politics ran high during Governor Lounsbury's time, yet when his term came to an end, even his most bitter political foes could find no peg upon which to hang a just criticism, and on nearly all sides it was admitted that he was one of the best executives the State had ever had. His integrity was beyond question, his courtesy to all never failing, and his splendid business tact and his evident inclination to administer State affairs on purely business principles gained him the admiration of friends and antagonists alike throughout the commonwealth. It is seldom that a man retiring from a public office is enabled to carry with him such universal esteem and commendation.

Even *The Hartford Daily Times*, the leading Democratic newspaper of Connecticut, was impelled to say of him editorially:

"While our political preferences did not favor his election to the Chief Magistracy of the State, and while we had at the outset some doubts as to the probable methods of his official course, we very frankly say that he has been one of the best Governors Connecticut has ever had. Governor Lounsbury unquestionably retires from office with the respect and hearty good feeling of every one, irrespective of party, with whom he has been brought into official personal relations."

Governor Lounsbury married Miss Jennie Wright, daughter of Nezhiah Wright, one of the founders of The American Bank Note Company, in 1867, and his domestic relations are of the happiest. In religion, he is a member of the Methodist Episcopal Church, having been a lay delegate to the General Conference in 1886. He has been for many years a trustee of the Wesleyan University at Middletown, Connecticut, which conferred the degree of Doctor of Laws upon him in 1887.

Among the organizations to which he belongs are the Colonial and Republican clubs of New York, and the Mystic Tie and Jerusalem Lodge, F. and A. M., Ridgefield, Conn. He is a Royal Arch Master of Enreka Chapter, Danbury, Conn., a Knight Templar of Crusader Commandery of the same place, and a noble of the Mystic Shrine, attached to Pyramid Temple, Bridgeport, Conn.

Governor Lounsbury is a trustee in The American Bank Note Co. and chairman

of the executive committee of The Washington Trust Co. and holds official positions in several other financial institutions.

ABIEL ABBOT LOW, merchant, a native of the old seaport town of Salem, Mass., born Feb. 7, 1811, died in Brooklyn, Jan. 7, 1893. The oldest son among the twelve children of Seth and Mary P. Low, he went from the grammar schools directly into the office of Joseph Howard & Co., merchants in the South American trade, and grew naturally into a commercial career. In 1829, the family moved to Brooklyn, N. Y. Abiel assisted his father, a drug merchant, for three years and then sailed to China to become a clerk for Russell & Co., of Canton, in which his uncle, William H. Low, was a partner. Admitted to partnership in 1833, he returned to New York in 1840, opened a store in Fletcher street and became an importer of tea. Josiah O. Low, his brother, joined him in 1845, and in 1852, his brother-in-law, Edward H. R. Lyman. The firm name of A. A. Low & Bro's, then adopted, yet adorns the building in Burling Slip, in which a general business is carried on. With the expansion of his trade, Mr. Low found it necessary to possess his own ships. He had a large fleet and employed them in the trade with China. Mr. Low not only possessed the money-making faculty and a resolute spirit in emergencies, but a strong and broad mind, a generous heart, a desire to promote the interests of his brother merchants, and a character which commanded public confidence. He entered the Chamber of Commerce in 1846 and was its president, 1863-67, resigning then in order to enjoy a voyage around the world. He was president of the trustees of the Packer Institute in Brooklyn for many years, and a patron of nearly all the philanthropic institutions on that side of the East river. During the War, he proved a staunch and active supporter of the Union. Investment and the habit of giving personal attention to every important interest led him into the directorate of The American Fire Insurance Co., The Central Trust Co., The Delaware & Hudson Canal, The Greenwich Insurance Co., The Low Moor Iron Co., The Nassau Fire Insurance Co., The National Bank of Commerce, The Old Dominion Land Co., The Greenwood Cemetery Co., The Home Life Insurance Co., The Union Trust Co., and The Washington Life Insurance Co. He was a large owner of The Brooklyn City Railroad and The Franklin Trust Co. Although amassing great wealth, he bore himself with quiet modesty and was universally loved. In March, 1841, he married Ellen Almira, daughter of Josiah Dow. Their four children were Harriette Low, Abbot Augustus Low, Seth Low and Mrs. Henry E. Pierrepont. Mrs. Low died Jan. 25, 1850. Feb. 25, 1851, Mr. Low was married again to Ann D. B., widow of his brother, William H. Low. She died in 1891. His son, Seth Low, president of Columbia College, has recently made the munificent gift of \$1,000,000 to the college.

JOSEPH TOMPKINS LOW, merchant, was born in Louisville, Ky., in August, 1846, and is a son of James Low, a native of Massachusetts, and Emeline Van Buskirk, of Louisville. He was educated in the schools of New York city and began life as a clerk in the dry-goods jobbing house of Wicks, Smith & Co. In January, 1867, he had gained sufficient experience and confidence to go into the firm of Low, Harriman & Co., dry goods commission merchants. They have always represented various factories, especially the New York Mills of Utica, N. Y., and by diligent enterprise have increased their transactions to several million dollars a year. In 1888, the style of the firm was changed to Joseph T. Low & Co., Mr. Harriman having retired. The senior partner is not simply a competent merchant. He is a gentleman of fine cultivation and

high character and is highly esteemed both in business circles and up town and enjoys the acquaintance of a large number of pleasant friends. He married Mary, granddaughter of Dr. Valentine Mott, in February, 1870, and his children are Joseph T., Oliver H., May and Laura Low. He has joined many of the best clubs, including the Union League, Manhattan, Country, Merchants', and Lawyers', and The New England Society, and is a director of The Equitable Life Assurance Society, The Hanover Fire Insurance Co., The Safe Deposit Co. of New York, and other institutions.

JOSEPH S. LOWREY, merchant, born in Newark, N. J., died at his home in this city, July 27, 1885, at the age of sixty-four. He came to New York when seventeen years old, and for several years was employed by the dry goods firm of Edmund J. Kingsland, one of the largest in the city. In 1855, he organized the firm of J. S. Lowrey & Co., importers of furnishing goods and rose therein to fortune. Mr. Lowrey was one of the organizers of The Fifth Avenue Bank, of which he was president, and was a director in The Importers' & Traders' Bank, The Hanover Fire Insurance Co., The Missouri Pacific Railway and The St. Louis, Iron Mountain & Southern Railway. He was a member of the Chamber of Commerce, and was for some time chairman of the executive committee of the Union League club. For thirty years, he had been one of the most active business men of New York. His wife and one son survived him.

WILLIAM LUMMIS, banker and stock broker, born in New York city, May 2, 1841, is a son of William Maxwell Lummis, a dry goods merchant, and Ann O'Brien, his wife, the latter the sister of William and John O'Brien, the famous bankers. In the veins of Mr. Lummis flows the blood of a mingled ancestry, both patrician and democratic. His paternal line is traced back to a Puritan pioneer, who emigrated to the new world from England in 1636. The Maxwell family originated in the north of Ireland and was planted in this country about the year 1700. The maternal line descends from French Huguenot and Irish stock and the grandfather of Mr. Lummis was Lord O'Brien, Earl of Inchiquin. In his own character and career, Mr. Lummis has exemplified the elevated spirit, the enterprise and the sterling qualities of his forbears. He had the advantage of beginning life with an excellent education and is one of those to whom his associates point with satisfaction as typical of the success of the "college man in business." From private schools in this city, Mr. Lummis went to Columbia College, whence he graduated in 1859, with the degree of A. B., receiving three years later, from his alma mater, the degree of A. M.

Destined at first for the law, he studied the text books of that profession for two years in the offices of Augustus Schell, Waldo Hutchins and Judge Henry E. Davies. But an active spirit and opportunity combined led him to decide, finally, upon a different career, and he then entered the banking office of William & John O'Brien in Wall street. The vocation proved congenial and he made himself useful at once. He purchased a seat in the Stock Exchange in 1864, and in 1865, was admitted to partnership by his uncles. Mr. Lummis has spent his whole life in the world whose interests center in Wall street. He retired from William & John O'Brien in 1878, and formed a partnership with Henry Day, previously of Gwynne & Day, and conducted a banking and brokerage business on Wall street, under the title of Lummis & Day until 1885, when he retired from active business, his brother succeeding to his interest in the firm.

At the Stock Exchange, Mr. Lummis became prominent in a very few years in consequence of his soundness of judgment, personal popularity and courteous address.

He served as a governor of the Stock Exchange 1874-86, and was elected vice president in 1884. For a time after the resignation of A. S. Hatch, he was the acting president of the Exchange and thereafter declined further office.

He has since been occupied with investments. He is an excellent judge of corporate properties, is cool, keen and successful in their management, and is or has been a director of The Rome, Watertown & Ogdensburg, The Utica & Black River, The New York & New England, The Newburgh, Dutchess & Connecticut and The South Carolina & Georgia Railroads, The Washington Trust Co., The Emigrant Industrial Savings Bank and The Bond & Mortgage Guarantee Co. All of these are important institutions and derive much strength from Mr. Lummis's connection with them.

To some extent, he has served his fellow citizens of the metropolis in public affairs, although too busy a man to make politics much of a feature in his life. He served as a member of the Board of Education for seven years and was chairman of the Finance Committee of the Board for several years, succeeding Jacob D. Vermilye. He resigned in 1893. Mayor Grace paid him the compliment of appointment as Commissioner of Taxes but Mr. Lummis found himself reluctantly compelled to decline. He is as deeply interested in the welfare of the city, however, as any other old New Yorker and has promoted its prosperity in many ways.

He was married in 1836 and is the father of William Maxwell, Charles P., Ruth and Harriet Lummis, and while greatly preferring home life to that which is found beneath the roof of a club house is nevertheless a member of the Manhattan club up town and for the sake of its facilities of the Lawyers' club down town. He is also, by virtue of the services of Capt. John Maxwell of New Jersey, in the War for Independence, a Son of the Revolution.

EDWARD HUTCHINSON ROBBINS LYMAN, born in Northampton, Mass., Feb. 10, 1819, is a son of Joseph Lyman, lawyer, Judge of Probate, and a member of the celebrated Hartford Convention. His father's family were English, his mother's, Scottish. The paternal ancestor, Richard Lyman, left England for this country about 1635, and from his three sons, Richard, Robert and John, originated all of the name of Lyman in this country. The subject of this sketch attended the schools of Northampton until the age of fifteen. He then found employment in Boston in the store of Almy, Blake & Co., dry goods importers. Four years later, when the firm dissolved, two houses were formed. Mr. Lyman continued with one of them, that of George B. Blake & Co., and in 1838, went to England as their representative. He became a partner in 1841, and established a branch in New York city under the name of Nevins & Co. Remaining abroad as the representative of the two houses until the fall of 1847, he returned to occupy himself in Nevins & Co. In 1852, Mr. Lyman became a partner in the firm of A. A. Low & Bro's, merchants in the China trade, and thereafter devoted his efforts to the operations of this firm. He was an excellent merchant, spirited, upright, and of good repute, and played well his part during over forty years of active mercantile life. The influence of Mr. Lyman's name has been sought by several corporations, and he has been second vice president of The Seamen's Bank for Savings, a director in The Atlantic Trust Co., The New York Mutual Insurance Co., The Low Moor Iron Co., The Orient Mutual Insurance Co., The Nassau National Bank of Brooklyn, and The Brooklyn Trust Co. He is not attracted by club life and has joined only the Brooklyn and the Down Town clubs, the latter a favorite resort of the sub-



William H. Lydon

stantial men of the lower part of New York city for luncheon. His home is in Brooklyn. He was married in August, 1846, to Sarah Elizabeth, a sister of A. A. Low. This union brought them four children, Edward Robbins, who lived four months; Joseph, who died in September, 1883; Anna Jean, who married Alfred T. White, and Frank Lyman. His wife died in April, 1863. In August, 1865, he married Catharine Amelia, daughter of Dr. Alfred Tredway, of Hart's Village, Dutchess county, N. Y.

WILLIAM HEATH LYON, a most successful wholesale merchant, born in the town of Holland, Hampden county, Mass., Oct. 18, 1819, traces his descent from William Lyon, one of the early English settlers of Massachusetts, who located at Roxbury in 1635.

Mr. Lyon spent his early life in work upon a farm, attending the district school during every winter. When fourteen years of age, he was sent to a school in Hartford, Conn., and after graduation went to Wayne county, N. Y. where for five years he engaged in teaching, the last two years as principal of the Clyde High School.

While principal of this school, the enterprise of Prof. Morse, who had put a telegraph line into operation between Washington and Baltimore, attracted his attention. Mr. Lyon was deeply interested in the subject of telegraphy, and, in the course of some experiments of his own, constructed a printing telegraph machine, or rather demonstrated, by means of a model which he had made, that type and ink could be used in conveying messages by telegraph wire. This no doubt was the basis for the construction of a machine, which has since been utilized throughout the world. *The Clyde Eagle*, a paper published at Clyde, in its issue of July 11, 1844, Volume 1, No 9, printed a two column editorial article in full explanation of Mr. Lyon's telegraphic experiments, which was copied and commented upon by *The New York Evening Post*, *The Commercial Advertiser*, *The Boston Traveller* and other journals. Mr. Lyon was one of the earliest electricians in the United States, and had he chosen to pursue the investigations, upon which he entered fifty years ago, he would undoubtedly have risen in time to the front rank in this science. But commercial pursuits appeared to be more agreeable to him and to offer a wider field for advancement than electrical or scientific investigations. He therefore decided to engage in the former.

In 1845, he came to New York city and for two years found occupation as salesman in the wholesale dry goods business. He then changed from dry goods to what was then termed "Yankee notions and fancy goods." After organizing the firm of Wm. H. Lyon & Co., his brother, Warren W. Lyon, being the "Co.," he began business at his own risk with a very limited capital on the second floor of the building at No. 169 Pearl street. Mr. Lyon proved a splendid merchant, energetic, upright and sound, and he had the satisfaction of witnessing a gradual but constant growth of his trade. Larger quarters were soon needed. In 1851, they moved to No. 4 Dey street, in 1860, to No's 15-17 Cortlandt street; in 1864, to No. 371 Broadway and in 1870, to the large double store No's 483 and 485 Broadway, fifty feet in width, running through the entire block to Mercer street. A business conducted with intelligence and energy advances with accumulating speed and in the new location the trade of Mr. Lyon increased rapidly. The firm remained there for twenty years, when Mr. Lyon having reached the age of three score and ten, decided to close the business of the firm and retire from mercantile pursuits. During the forty-three years of existence of the firm, several valued employés were admitted to partnership, but the name of the house was never changed.

The firm of Wm. H. Lyon & Co. were ever in the van of progress. Mr. Lyon had the spirit and sagacity to be the first New York merchant in his line of business to visit Europe for the purpose of procuring a better assortment of fancy goods, small wares, etc., than could be obtained at the time from New York importers. The first trip took place in 1848. He had intended, after completing his purchases in England, to go directly to France, but was prevented for the moment by the revolution in progress there. He visited Belgium instead. While there he heard of the flight of Louis Phillipe to England and the establishment of the provisional government of the French Republic under Lamartine. Leaving Belgium immediately for France, he was the first American merchant to enter Paris after the insurrection. Confusion reigned throughout the city and the trade of the commission houses and manufacturers was prostrated. Goods then ruling at low prices, Mr. Lyon purchased liberally and made arrangements for future shipments. These ventures earned their own reward in large profits. The house afterward imported large quantities of goods from all the leading commercial cities in Europe, and from India, China and Japan. Few firms in New York became better known throughout the commercial world than Wm. H. Lyon & Co. Their sales extended to every State in the Union, and to Canada, Mexico, the West Indies and South America.

Although Mr. Lyon always gave to all his business affairs the strict and painstaking attention characteristic of a thorough business man, he found time nevertheless for social enjoyment, public duties and the management of corporate enterprises. He is an old member of the Chamber of Commerce of New York, and a member of The Brooklyn Institute of Arts and Sciences, The Long Island Historical Society, and the Oxford and Union League clubs of Brooklyn. He is also a director of The New England Society, The Brooklyn Life Insurance Co., and The Bedford Bank and vice president of The Hamilton Trust Co., of Brooklyn.

An important public service has been performed by Mr. Lyon with respect to those scattered tribes of the original possessors of this continent yet surviving in the West. During General Grant's administration, Congress authorized the President of the United States in his discretion to organize a Board of Indian Commissioners, selecting men noted for intelligence and philanthropy, to serve without compensation. Mr. Lyon was appointed by General Grant one of the members of this Board. He was immediately assigned to the Purchasing Committee and served as its chairman under six Presidential administrations. The purchases of Indian annuity goods and supplies had previously been conducted in a way which did not give general satisfaction. Mr. Lyon organized a system of bids and awards under which an animated competition in bidding took place between the largest merchants and manufacturers in the country, and thereafter the goods and supplies required for the Indians were obtained at very low prices. During several summer vacations, Mr. Lyon, as a member of this board, visited and held councils with the following Indian tribes: The Chippewas and Pembinas in Northern Minnesota; the Sioux, Mandans, Arickarees and Gros Ventres in Dakota; the Poncas in Nebraska; the Utes in Colorado; the Northern Arapahoes and Cheyennes, Bannocks and Shoshones in Wyoming; the Pi Utes in Nevada; and the Mountain and Yellowstone River Crows in Montana. He also visited Chicago, St. Paul, St. Louis, Denver and San Francisco in the interest of the government for the purchase of Indian goods and supplies. It may be mentioned that at the various councils with savage tribes,

the Indians fell into the habit of addressing Mr. Lyon as General, it being their conception that persons in authority were war chiefs, and Mr. Lyon has long enjoyed the distinction of the soubriquet of General.

Many years ago, Mr. Lyon invested a portion of his means in large tracts of real estate in Iowa, Minnesota and Dakota at very low prices. This property has continued to increase in value and proved to be an excellent investment, but since retirement from mercantile pursuits he has confined his investments mostly to bank and trust company stocks and real estate mortgages. He has never manifested any desire for political office; but while in California on Indian business in 1878, he was nominated for Congress on the Republican ticket from his district in Brooklyn, which usually gave a Democratic majority of 8,000. His candidacy reduced this majority about one half.

Mr. Lyon and his family were always fond of traveling, and after closing up his business, they made a long journey through several countries of the old world. Having previously visited the principal cities in Western Europe, they went directly upon this occasion to Italy and after visiting Florence, Rome and Naples, sailed for Egypt, where they met William H. Lyon, jr., then fresh from a voyage around the world via California, Japan, China, India and the Red Sea. After spending several weeks on the River Nile in Egypt and Nubia, they went to Jerusalem and other places in the Holy Land, and then visited Damascus, Baalbek, Beirut, Smyrna, Athens, Constantinople, Vienna, Moscow, St. Petersburg, Stockholm, Copenhagen, Berlin, and Brussels and came home, via London.

Mr. Lyon has long been a resident of New York avenue in Brooklyn. His large double house, with all modern improvements, surrounded by grounds covered with many kinds of shade trees and flowering shrubbery, is liberally furnished with material selected by his family in Oriental countries expressly for that purpose, and many of the fruits of a long, busy and prosperous life can be seen in his very pleasant and comfortable home. He was married in 1853 to Ellen M. Gaylord, daughter of Marvin J. Gaylord, of Bristol, Conn., and there have been born to them Alena F., Adela J., Wm. H., jr., and Marvin T. Lyon.

A man of genial temperament, strong, calm and sedate, Mr. Lyon enjoys to the uttermost in his years of rest the friendship of a wide circle of friends won by an honorable, sympathetic and useful life. His energy and integrity have contributed to the glory of the metropolis and the decent administration of the affairs of the government. While fortune has rewarded his practical labors, the crown of his life grows out of those elements of his character which have won for him the esteem of his fellow citizens.

M.

DAVID HUNTER McALPIN, whose name is known wherever the brands of tobacco he manufactures are used, and that is nearly everywhere, was born in Pleasant Valley, Dutchess county, N. Y., Nov. 8, 1816. His father, James McAlpin, came to this country in the early part of the nineteenth century, with Jane Hunter, his wife, and established himself in a small way as a grocer. James McAlpin came from Belfast, County Antrim, Ireland, and sprang from the Scottish stock which emigrated from Ireland in Cromwell's time, his father being among those who were driven from Ireland by the Rebellion of 1798. From such ancestors descend many of the Scotch-Irish race, who have been so instrumental in building up the fortunes of this country.

Mr. McAlpin was the fourth of eight children and found his first employment in a cotton factory when he was only ten years old. His father had been ruined by business reverses and by a fire which destroyed all his property. Until 1836, the youth worked at various occupations in Dutchess county, but removed during that year to New York and embarked in the cigar business in Catharine street. There are many New Yorkers yet alive, who well remember the store. He also opened and operated a branch store at No. 305 Broadway. He retained these places of business until 1857 or 1858, when he became a partner in the firm of John Cornish & Co., manufacturers of tobacco. Four or five years later, he was able to buy the interest of his partners and establish the firm of D. H. McAlpin & Co., of which he remains to this day the head. By dint of persistent enterprise, strong common sense, sound business methods and knowledge of the public tastes and wants, acquired by years of experience, Mr. McAlpin has brought his house to the front, and it now holds a leading position among the tobacco manufacturers of the country. He makes the well known brands of Virgin Leaf and Navy chewing tobaccos, which are known wherever tobacco is used.

The firm of D. H. McAlpin & Co. were incorporated in 1894, retaining the old name and with a nominal capital of \$500,000. Mr. McAlpin is the president of the company. The large factory on Avenue D gives employment to over 250 persons, many of whom have been employed for thirty years or more. It has been a practice with Mr. McAlpin throughout his life never to discharge one of his employés without the gravest cause and always to take a deep personal interest in the people who work for him. He has always shown himself solicitous for their welfare, and, as a result, there are few employers more highly respected and honored by their working people.

From the first day when his business began to prosper, Mr. McAlpin has always had the conviction that real property would be the best investment, and to-day he is largely interested not only in New York but elsewhere in real estate. One of his principal holdings in this city is the Alpine block on Broadway between 33d and 34th streets, which is occupied by a splendid apartment house. Besides this and his factory buildings, which are very valuable, he owns a large establishment in West 23d street and considerable property in residence neighborhoods. In 1866, he was compelled, owing to the stress of increasing business and the temporary failure of his health, to take a long rest in the country. Morristown, N. J., having been commended to his attention, he finally selected that town as his place of residence for a time. He remained there about a year, and then, becoming impressed with the healthfulness of the place and the



D. H. McAlpin

rare opportunities it offered for investment, he purchased a country seat, which is now his home for several months every year. He has been constantly adding to this estate for nearly thirty years, until he now owns 1,500 acres of land around the city in addition to his well-appointed country home as well as a large block of property in the business center of Morristown, upon which he has recently erected several new buildings. He takes an active interest in the welfare and prosperity of Morristown, and is noted for his public spirit and devotion to the progress and prosperity of the place.

Despite the fact that his boyhood from his tenth year was spent in hard labor, Mr. McAlpin is a gentleman of intelligence and culture and the possessor of a splendid library, among whose treasures are a large number of rare books on Scottish genealogy, including many volumes devoted to the family name. Like all other members of the Irish branch of the family, he spells his name without the final "e," while most of those who descend from ancestors who came to this country in the seventeenth century and settled in the South, call themselves McAlpine. They all descend from the clan Alpine, which is frequently mentioned in Sir Walter Scott's works, and the subject of this sketch is proud of his derivation.

Busy as he always is, he finds time to attend to other duties and is a director of The Home Insurance Co., The Manhattan Life Insurance Co., The National Bank of the Republic, The Union Trust Co., The Rutgers Fire Insurance Co., The Standard Gas Light Co., The Eleventh Ward Bank, and The First National Bank of Morristown. He is also a member of The American Museum of Natural History and The American Geographical Society, and a patron of The Metropolitan Museum of Art and a director of The Union Theological Seminary.

Mr. McAlpin was married to Miss Adelaide Rose, daughter of Joseph Rose, on the 16th of April, 1845, at the old Market street church, now the Church of Sea and Land. Ten children were born to him, of whom two died in infancy, while eight attained their majority. These were Edwin A., formerly Colonel of the 71st Reg't, N. G., N. S. Y., of this city, who was recently appointed Adjutant General of the State by Governor Levi P. Morton, and who assists his father in the management of his business; Joseph Rose, who died in 1888; George Lodowick, who graduated from Yale in 1879; William Willet; Frances Adelaide, who married James Tolman Pyle; Dr. David Hunter, who graduated from Princeton in 1885 and is now a professor in Bellevue Hospital Medical College; Charles W., who graduated from Princeton in 1888, and John Randolph McAlpin, of Princeton, 1893, who died the same year.

From his earliest days, Mr. McAlpin has been an indefatigable worker, but despite his labors, he has found time to form a collection of masterpieces of American and European art, to which he is making constant and judicious additions. He has traveled extensively both at home and abroad and during his frequent trips to Europe and foreign lands has acquired a vast amount of practical knowledge and experience, which furnishes a fund of entertainment, both interesting and instructive. He has always been an active and generous supporter of all charitable and reform movements, and has recently erected the Olivet Chapel, a handsome edifice situated on 2d street, opposite the Marble Cemetery, in memory of his lamented son, Joseph R. McAlpin.

Mr. McAlpin is the possessor of a robust constitution, and a cheery and happy disposition, and he personally attends to the details of his great business. He ranks among the eminently successful self-made men of the metropolis.

GEN. EDWIN AUGUSTUS McALPIN, manufacturer, public man, and now Adjutant General of the State of New York, was born June 9, 1848, in New York city, the son of David H. McAlpin, founder of the tobacco house in which both men have risen to prominence. In early life, the subject of this biography attended the public schools of New York city, and later, during the first year of the Civil War, graduated from Phillips academy in Andover, Mass. Like others of the youth of his time, General McAlpin felt strongly moved by the patriotic impulses which then stirred the people of the North, and he strove to go to the front and take part in the great war for the preservation of the Union. His longing to take part in that national drama could not, however, be gratified; and, although he twice actually enlisted as a drummer boy, parental authority came into play, wisely, to restrain the enthusiastic boy from that for which the immaturity of his strength unfitted him. When he had become old enough to go, the War was over, but this did not quench his military ardor, and, although upon his return from school to New York, he had found occupation in a clerkship in the great tobacco manufactory of his father on Avenue D, he was determined in time to ally himself with some military corps. The 7th regiment is one of the commands toward which the sons of good families in this town turn instinctively when they desire a military experience, and in this corps the future general enlisted as a private at an early age. After a term of service there, he was elected Lieutenant of Co. E, 71st N. Y. Promoted soon afterward to be Captain of the company, he rose in two years to the rank of Major and not long thereafter to that of Colonel of the regiment. His energy resulted in a great improvement of the discipline of this command; but increasing business responsibilities made such demands upon his time and strength as to compel him to resign, June 30, 1887, after eighteen years of service in the National Guard.

In 1870, he was admitted to partnership in D. H. McAlpin & Co., and has ever since been an efficient factor in the prosperity of the concern, aiding materially to make his house the largest fine cut tobacco industry in the country. He is at present practically the manager of the business. A good disciplinarian, he is, nevertheless, a kind and considerate employer, and his numerous acts of friendliness have greatly endeared him to the working people in the factory. Further than that, he has become popular with working men at large and their regard has been invariably shown whenever General McAlpin has been nominated for an elective office.

General McAlpin established his home in Sing Sing on the Hudson in 1878. He has always been an ardent Republican in political faith and of too active a nature to refrain from participation in movements which awaken his interest. In 1884, the Republicans of the 14th District nominated him, a week before election and in his absence, as the most meritorious man they could select, to lead the local fight for a seat in Congress. The district being strongly Democratic, the odds were appalling, but Mr. McAlpin sprang into the fight with vigor, and although defeated by 1,200 votes ran 2,000 votes ahead of his colleagues on the Republican ticket.

At one time postmaster of Sing Sing, he was during 1886-88 a trustee of the village and in 1889, its president. Thrice his name has been placed on the Republican ticket of New York State as Presidential elector and, in 1888, he received the largest vote of any one on the ticket in the entire State. For many years, he has been especially identified with the movement for the organization of Leagues of Republican clubs, and during 1889-92 was for four years president of the League in New York State.



E. A. Malfre.

Through his energy, that organization became an effective force in the party, arousing new activity on the part of the older members and increasing the enthusiasm of the younger. When the national meeting of Republican clubs was held in Denver in 1894, at least 1,000 of the 1,500 votes in that convention rallied to his support for election as president of the National League. With characteristic modesty and a coolness of judgment, which enabled him to act with deliberation in spite of the exceedingly complimentary character of the support tendered him, he declined in favor of Mr. Tracy of Illinois, who had more time to give to the practical work of the League and was accordingly elected. Gen. McAlpin became president of the League, however, in 1895.

In 1895, he accepted from Governor Levi P. Morton an appointment as Adjutant General of the State of New York, and has since given a large amount of time to the duties of this office. A long service in the National Guard has fitted him for the position, and while the appointment was a compliment to General McAlpin's untiring work for the Republican party, it has given the State an Adjutant General, who knows what is required from him and is fully competent to perform his duty. During the railroad riots in Brooklyn in 1895, he was constantly at his post and made several personal visits to the scene of action, his arrangements for the preservation of order being made with calmness and prudence.

His business interests are now quite diversified. He is not only active in D. H. McAlpin & Co., but is president of The McAlpin Tobacco Co., of Toronto, The Manhattan Hotel Co., and The Ossining Electrical Railroad, and director of The Sixth National Bank, The Eleventh Ward Bank and The State Trust Co. of this city, of the latter of which he was an incorporator.

By his marriage in October, 1875, with Annie, daughter of Dr. Benjamin Brandreth, he is the father of Benjamin B., Edwin A., David H., 3d, Kenneth R., and J. Roderick McAlpin. The family make their home in Sing Sing on the Hudson. Gen. McAlpin has been elected to membership in the Union League, Lotus, Republican, New York Athletic, Seventh Regiment Veteran, United Service, new Manhattan Athletic, Hardware, and the New Rochelle and Sing Sing Yacht clubs, and several trade and charitable associations. He is fond of open air amusements, has pluck, energy, enthusiasm and a clear head and gives his services and means loyally and generously to every cause which he espouses.

JOHN McCONVILLE, merchant, born in Ireland in 1813, died in this country, July 24, 1875. He was a son of William McConville, weaver of linens. After the usual education of a young man who must follow a practical career, he began business life in 1848 as a jobber and merchant of dry goods in a small store in Catharine street, New York, removing some time afterward to Cedar street. All the energies of his mind were devoted to an expansion of his trade, and his career was an excellent illustration of the rewards which attend honesty, perseverance, ability and continual reflection upon the opportunities of the commercial world. At the time of his death, he occupied a large store at 12-14 Walker street, and his firm of John McConville & Co. were known from Maine to California. He sold only for cash and acquired large means. He was a generous and kind hearted man, who gave freely to the unfortunate while living and remembered them in his will at his death.

ROBERT McCOSKRY, banker, a native of Scotland, who died in 1867, in this city, was a successful merchant in the wholesale hosiery trade, located for many years in

Maiden Lane, and one of the founders of The Chemical Bank. One of the wittiest men of his day, his excellent humor, sound sense, sterling integrity and kindness of feeling made him everywhere a welcome guest and most entertaining companion. His wife was Catherine M., daughter of Arba Read of Troy, N. Y. She survived him and died April 22, 1886, leaving \$50,000 to Williams College and large sums to charity.

NATHANIEL L'HOMMEDIU McCREADY, born in this city, Oct. 4, 1820, died at sea upon the steamer Etruria, Oct. 3, 1887. Thomas McCready, his father, died while Nathaniel was a child, and the lad went to Mobile, Ala., at the age of eighteen, to fill a clerkship in a shipping house. Returning to New York city when twenty-one, he established the shipping firm of N. L. McCready & Co., engaged in the coasting trade, and remained at the head of his house a quarter of a century. An earnest, practical man, he prospered in business and became widely known. In 1865, he retired to associate himself with Livingston, Fox & Co. and two years later, organized The Old Dominion Steamship Co., which he managed as its president until his death. He was a director of The Farmers' Loan & Trust Co., The Empire City Fire Insurance Co., and The Washington Life Insurance Co.; for a time president of The Missouri, Kansas & Texas Railroad Co.; and a prominent member of the Union and St. Nicholas clubs. He was a good merchant, exemplary in habits and noted for his firmness in support of what he deemed to be right. His wife was Caroline Amanda Waldron, a descendant of Resolved Waldron, who came to America with Peter Stuyvesant. Of his five children, Nathaniel L. McCready, jr., and Mrs. William Ward Robbins survived him.

ROBERT H. McCURDY, merchant, born in Lyme, Conn., April 14, 1800, died in New York, April 5, 1880. He sprang from an excellent family and by his own life conferred honor upon the name. Coming to New York, a youth, he entered a dry goods store as a clerk and it was there that he met Herman D. Aldrich, with whom a friendship was contracted, which continued throughout life. In 1820, he opened a branch store in Petersburg, Va., for his employer and remained there several years. About 1828, with Mr. Aldrich, he established in this city the commission dry goods firm of McCurdy & Aldrich, which enjoyed a prosperous existence. After 1840, the house was known as McCurdy, Aldrich & Spencer. The senior partner retired about 1857. Mr. McCurdy married Miss Gertrude Mercer Lee, niece of the late Theodore Frelinghuysen of New Jersey, and was survived by five children, Richard A. and Theodore F. McCurdy and Mrs. Gardner G. Hubbard, Mrs. Elias J. Marsh and Mrs. Charles M. Marsh. He was one of the founders and a trustee of The Mutual Life Insurance Co., trustee of The Continental Insurance Co., director of The Merchants' Exchange Bank and The American Exchange National Bank and member of the Chamber of Commerce. He aided in founding the Union League club, and always took pride in having organized the Union Defense Committee at the outbreak of the War. The life-long association between himself and Mr. Aldrich, honorable to both and romantic in its nature, is referred to more fully in the sketch of Mr. Aldrich.

CHARLES McCLUNG McGHEE, railroad president, was born Jan. 23, 1828, in Monroe County, Tenn., at the junction of the Little Tennessee and Tellico rivers, near old Fort Loudon, the point first settled by the whites beyond the Alleghanies. He is the son of John and Betsy Jones McGhee, the latter born McClung and a niece of Hugh Lawson White, United States Senator from Tennessee, 1825-40, and a candidate for the Presidency in 1836. He is of Scotch-Irish descent on both sides, his great

grandparents having emigrated from Ireland about 1746-47, to Lancaster county, Pa., whence his grandfather, Barclay McGhee, moved to Blount county, Tenn., to become one of the leading citizens of the State. John McGhee, the father of Charles M., born Oct. 15, 1788, ranked as one of the most successful business men in Tennessee. He was throughout life a planter, owning about 15,000 acres in the valley of the Little Tennessee. Charles M. McGhee, the youngest of three children, graduated from the University of East Tennessee in 1846. On the death of his father, he came into a large inheritance of land and negroes. After conducting for about ten years a large plantation in Monroe county, he married Miss Cornelia White, great granddaughter of General James White, founder of Knoxville, and grand niece of Hugh Lawson White, mentioned above. When the Civil War rendered secluded estates insecure, he moved into Knoxville and cast his lot in with the Confederacy, being commissioned in the staff department, owing to ill-health. At the close of the war, without previous training, he embarked in banking and became president of The People's Bank of Knoxville. Success attended him. Later, he conceived the design of controlling the disjointed system of railways traversing Tennessee, and having secured the co-operation of men of financial ability, became actively engaged in developing the mineral, coal and railroad interests of East Tennessee. Surmounting all obstacles by his capacity for labor and organization, in the course of a few years he had built a railroad to give the city of Knoxville a direct connection with Cincinnati, and had with R. T. Wilson and others, consolidated the disjointed roads, running out from Knoxville, into The East Tennessee, Virginia & Georgia Railroad. About ten years ago, he retired from active business, having accumulated a large fortune, by enterprise, foresight, and never failing faith in the resources of his section. In 1875, he was elected to the State Legislature as a Democrat and served for two years, but has since resolutely refused public office. He was for many years president of The Knoxville & Ohio and The Memphis & Charleston Railroads, and was constantly a director in The East Tennessee, Virginia & Georgia Railroad. He is now a director in The Texas & Pacific and The Cincinnati, Jackson & Mackinaw Railroads, and has been connected with the development of most of the principal railway properties of the South. Compelled to spend a large part of his time in New York city, he moved his residence here in 1886. He is to-day one of the most influential of the colony of enterprising Southerners, whose financial interests have compelled them to gravitate to the metropolis as their natural abode. In June, 1892, General McGhee accepted the senior receivership of the great system of lines, which had been consolidated in The East Tennessee, Virginia & Georgia Railroad. During the last ten years, he has made large donations to public objects. To the city of Knoxville, he has given the Lawson McGhee Library building as a memorial to a deceased daughter, and he has been the constant friend and benefactor of the St. John's Orphanage of that city. He has also bestowed large sums in the way of charity. Wherever he is known, his name is a synonym for inflexible honesty.

GEORGE WARRINGTON MCGILL, inventor, born in Lancaster, O., March 9, 1844, is a son of Peter McGill, civil engineer and author. Beginning life himself as a civil engineer, Mr. McGill had turned his attention to invention and become the patentee of useful devices before he had attained his majority. Since then, he has made a distinct reputation as an inventor and for devices originating with him has received over 200 letters patent from the United States government. Some of these inventions are

exceedingly ingenious and his brass fasteners for documents and law papers have met with an especially large sale all over the world. His patents cover spikes, spike machines, railroad gates, pins and pin machines, button machines, electric wires and wire machines, stapling machinery, chains and chain machinery, the well-known McGill fasteners and a great variety of other articles. Mr. McGill is a large stockholder in The Holmes, Booth & Haydens Brass Co., of Waterbury, Conn., director or stockholder in several industrial companies, and president of The McGill Fastener Co. His inventions have given employment to thousands of people at home and abroad during the last thirty years. By his marriage with Mary Peebles Harry, he is the father of W. Harry McGill, his only child. Mr. McGill is a firm believer in protection to American industry, a man of genial presence and fine character and a member of the New York Yacht, Racquet, Lawyers' and American Yacht clubs, and The Ohio Society, as well as of the Waterbury club of Waterbury, Conn.

HENRY KING McHARG, stock broker, originated in Albany, N. Y., and was born Feb. 6, 1851. His father, John McHarg, a Scot by descent, and a wholesale dry goods merchant by occupation, gave the young man a good education at Albany academy and the Walnut Hill school in Geneva, N. Y. At the age of fifteen, Mr. McHarg secured a clerkship with Lockwood & Co., bankers in New York city and at twenty-one a seat in the Stock Exchange. He has since been active at the Exchange and a member of the governing committee for eight years, is now associated with railroad and mining enterprises in the West, and has been, since 1882, a director and since 1893, vice president of The Manhattan Company Bank. His clubs are the Union League and New York Yacht.

THOMAS ALEXANDER McINTYRE, merchant, born in New York city, Oct. 19, 1855, is a son of Ewen McIntyre, a druggist. The family are of Scottish ancestry. First a clerk in the employment of David Bingham and later with David Dows, both prominent grain merchants, young Mr. McIntyre made his first venture on his own account in 1878, in the firm of McIntyre & Bingham. May 1, 1879, Henry L. Wardwell who had been a fellow clerk under David Dows and thoroughly understood the grain and flour trade, joined forces with Mr. McIntyre. They were able to muster about \$40,000 between them. With this capital, McIntyre & Wardwell began a commission grain business at the Produce Exchange, which they have carried on with great success down to the present time. The firm have long purchased all the grain for The Hecker-Jones-Jewell Milling Co., the largest flour millers in New York, and Mr. McIntyre formed and is treasurer of that company. Some younger men have latterly been taken into the firm and upon them is now placed much of the burden of the work. Mr. McIntyre is a director of The Corn Exchange National Bank and vice president of The Hudson River Bank. He is also a member of the Colonial, Reform, Manhattan, New York Yacht and Down Town clubs and the Chamber of Commerce.

THOMAS McKIE, merchant, born in New York city, Feb. 28, 1800, died at No. 6 West 37th street, March 27, 1875. The son of John McKie, a native of Scotland, and a classmate of Mayor Havemeyer, he began life as clerk for his worthy father in the lumber trade, succeeded to the business, and carried it on with success. In 1840, he retired and thenceforward was fully occupied with the management of a considerable property in real estate and with investments. He never held public office, unless his position as lieutenant in the 51st regiment of militia, given him by Gov. Joseph C.

Yates could be called such. Dec. 30, 1823, he married Eliza Brown, had seven sons and four daughters, and found his greatest happiness in the home circle.

JOHN McLOUGHLIN, publisher, a native of New York city, was born Nov. 29, 1827. He comes from Irish stock. With an education gained in the public schools, he chose the profession of a wood engraver and toiled at this calling for years. In 1852, he began the publication of illustrated books. In 1857, Edmund McLoughlin joined him, under the name of McLoughlin Bro's, and the two men devoted themselves to the manufacture of illustrated and toy books for young people. In the sale of their goods, they have met with excellent success, and have risen to the head of this trade in the United States. Edmund retired in 1886, but John has continued, under the old name, down to the present time. The factory is in Brooklyn and the office on Broadway in this city. Mr. McLoughlin is a member of the Harlem and Liederkrantz clubs.

JOHN WILLIAM MACKAY, president of The Commercial Cable Co., was born in Dublin, Ireland, Nov. 28, 1831. He came to America with the family in 1840 and settled in New York city. Upon leaving school, he was apprenticed to the trade of ship building, but when the term of his apprenticeship had expired and he was his own master, in 1851, he went to California, and, with his miner's outfit, hurried to the gold-fields, where he became an expert in mining.

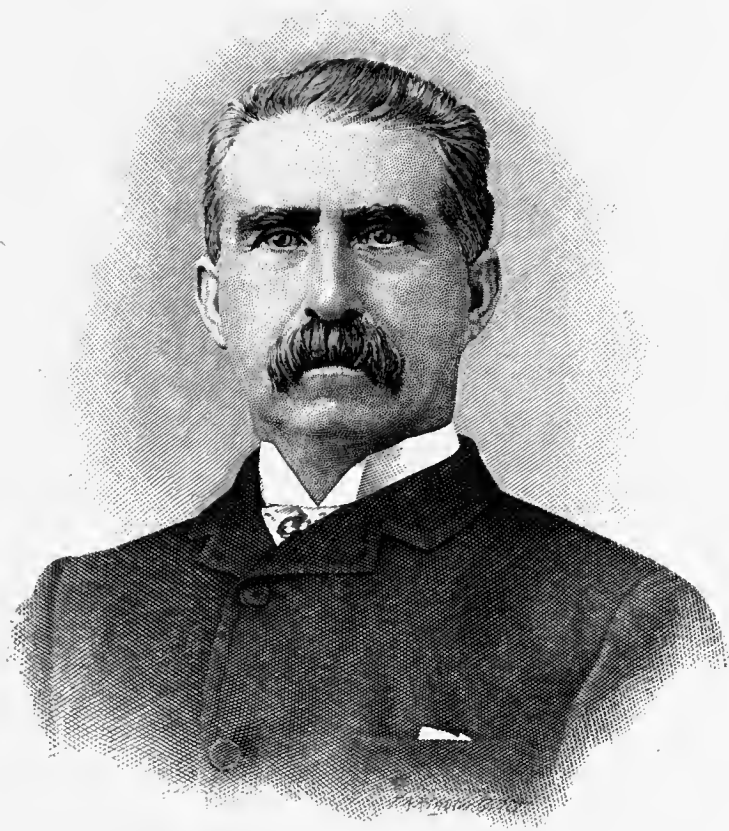
About 1860, Mr. Mackay went with the tide which swelled toward the new State of Nevada. He took as prominent a part in the founding of the commonwealth of Nevada as did the Livingstons in the establishment of New York or the Penns in the creation of Pennsylvania. It was the time of war. The Pacific States were swept by the fierce rivalry of sentiment, which echoed the strife and battle of the East. The Union and Secession were striving for mastery on the Sierra Nevadas as well as on the Blue Mountains. Mr. Mackay had a passionate love for the Union, and in all that movement for the preservation of the Pacific States to the nation, he was a leading spirit.

While doing his part toward building Nevada and the salvation of the Pacific States from disunion, Mr. Mackay continued to extend his mining operations. His fortunes advanced and he became a member of what was to have historical memory as the "Bonanza firm." This was composed of William S. O'Brien, James G. Fair, James C. Flood and John W. Mackay, the latter owning a two-fifths share.

In 1872, the financial and commercial world was startled with the discovery of what was called the "Bonanza Mines." They were found on a ledge of rock in the Sierra Nevadas at Virginia City. The burden of the precious quartz, containing silver and gold in almost equal parts, was lodged in what was called a "pocket," about as large in area as the City Hall Park of New York, which was Mr. Mackay's playground in boyhood, and perhaps 300 feet in height. From the principal mine, there was taken out \$150,000,000 in gold and silver.

This discovery was followed by the establishment of The Nevada Bank, owned by Mr. Mackay, Mr. Flood and Mr. Fair. It remains one of the leading financial institutions of the Pacific coast to this day.

His mining done, Mr. Mackay looked out for new fields. During a summer on the Riviera, his attention was drawn to the cable relations between the United States and Europe. He was impressed by the fact that the cable lines were in foreign ownership and that the transmission of business and social intelligence was in the hands of a monopoly. While reflecting upon the situation, he made the acquaintance of James Gordon



John Snow

Bennett. That gentleman held strong views as to telegraph monopolies, and the result of many conferences between the two gentlemen was a resolution to build an independent American cable, landing on American soil and under American control.

The Commercial Cable Co. was formed, being virtually composed of Mr. Mackay and Mr. Bennett. Mr. Mackay gave the enterprise personal attention and went into it with his accustomed caution, intrepidity and enthusiasm. It was a grave undertaking, and he made his way slowly. The cables should be of the best materials; there should be no imperfect wires or doubtful machinery. Above all, there should be no watering of stock, no issue of fancy bonds, no financial quagmires to ensnare and ruin innocent investors. By reason of this vigilance, when the cable was finally laid, it was the best of the kind in existence, and the company's finances had been so prudently guarded that it began operations without a dollar of unnecessary debt.

The laying of the cable involved Mr. Mackay in a war with the existing companies. When The Commercial Cable Co. began operations, the late Mr. Gould, as representing the older companies, proposed that fifty cents should be the common rate. Mr. Mackay, however, had given an assurance to the public of cheaper rates as well as better service. He therefore proposed forty cents per word. Mr. Gould declined and at once reduced to twelve cents. He would lose a few millions, for no cable could pay under such conditions, but he would destroy his rival and name his own rate in time. Mr. Mackay reduced to twenty-five cents, and at the same time published a calm statement of the situation. Mr. Gould conducted his war with all the energy, skill and fertility of resource, characteristic of that extraordinary man. It was long and earnest and cost him a large sum of money. Mr. Mackay held his lines with no hint of truce or surrender. He watched every phase of the business with the earnestness and tenacity applied to his former enterprises. There was no conquering such a man and in time Mr. Gould proposed a truce. He would accept the original proposal of Mr. Mackay and make the rate forty cents per word. Mr. Mackay, however, had won the victory. It was now his place to dictate terms. He replied that, having tested the twenty-five cent rate, he was satisfied with the results and had no wish to advance to forty. The war ended by Mr. Gould accepting the twenty-five cent rate. The public now save twenty-five cents on every word they send by cable and The Commercial Cable Co. has become a good paying investment.

To ensure the success of the cable and make it independent of rivals, and, further, to secure to the American public fair rates and good service over the land lines, Mr. Mackay resolved to construct an extensive and well equipped system of modern lines and operate them in competition with The Western Union Telegraph Co. The Postal Telegraph-Cable Co., with its 200,000 miles of wire, is the outcome, thus far, of Mr. Mackay's resolution. It reaches all the important points in the United States and Canada, and it yields a good revenue, which, however, is used in the work of extension, which yet goes on.

In May, 1894, Mr. Mackay opened to the public a new building on the corner of Broadway and Murray street, New York, which he had erected for the accommodation of his telegraph business. This building, in the neighborhood of Mr. Mackay's early home, is one of the finest in the country. Mr. Mackay celebrated its opening by a banquet to the officers and chiefs of departments of both of his telegraph systems, on May 24, the fiftieth anniversary of the sending of the first telegraph message between

Baltimore and Washington. The spread of the telegraph during those fifty years is scarcely more marvelous than the luck that attended Mr. Mackay in his "Bonanza" venture, enabling him, almost at once, to become possessed of that enormous wealth and power which he is using so wisely.

But Mr. Mackay's sudden rise to vast wealth, by which the thoughtless are apt to measure worth and true greatness, has not, as it apparently has in many similar cases, resulted in a corresponding elevation of himself and lowering of others in his own opinion. Mr. Mackay is not only a gentleman of refinement but of cultivated tastes and he has an intimate knowledge of art. He owns specimens from some of the best masters, American and foreign. He is an earnest Republican, and on terms of intimacy with Republican leaders. His relations with General Grant were close and affectionate and his admiration for Grant tinged his political career. While active in politics, he has never held office. When the Senatorship of Nevada was offered him in 1888, by both parties, he declined, although earnestly urged to accept by Senator Conkling and others with whom he was in close relations. Mr. Conkling was especially strenuous, advising his acceptance upon the ground of public duty. It was the belief of those who tendered this honor to Mr. Mackay, that his varied experience, his character, insight and courage would add weight to the deliberations of the Senate. Mr. Mackay while appreciating the high and delicate compliment paid him by both parties of his State, believed he could serve her better by following the bent of his life, in rounding out those purposes, whose development has given him world-wide reputation and in whose consummation he will find his surest title to fame.

Mr. Mackay is somewhat slender, compactly built, above the medium height, with a fine, strong head, keen, earnest eyes, and a gentle, cordial manner. His splendid physique, added to a temperate and well-regulated life, enabled him to recover from the wound of an assassin in California, who, in a moment of insane frenzy, shot him in the back in 1893.

ROBERT MACLAY, merchant, a native of New York city, born June 11, 1836, is a son of Robert Haldane Maclay, M.D., and grandson of the Rev. Archibald Maclay, D.D., the latter of Glasgow, Scotland. After graduation from Judson College in Illinois, Mr. Maclay spent six years on a farm in that State and then came to New York to engage in the real estate business. Having, in 1865, married a daughter of Alfred Barmore, ice merchant, he became associated with his father-in-law in the business of supplying New York city with pure ice, rose to the actual management, and June 1, 1875, was elected president of The Knickerbocker Ice Co., into which the business had been merged. He is yet at the head of the company. For many years, a supply of ice was obtained from the Hudson river and vicinity but in recent years Mr. Maclay has extended his operations to the State of Maine and now has several ice houses on principal rivers, thus ensuring the company against any failure of supply. Mr. Maclay has latterly been conspicuous in matters not connected with the ice business. He has been a Commissioner of Education, and a Rapid Transit Commissioner, and is president of The Knickerbocker Trust Co., vice-president of The Bowery Savings Bank, director of The People's Bank, treasurer of the Manhattan club, and member of the Grolier, Metropolitan, Down Town and New York Athletic clubs, and connected with various charities and societies. July 1, 1895, he was elected president of the Board of Education with a view to entering upon a campaign of reform.

JOSIAH MACY, merchant, born in Nantucket, Mass., Feb. 25, 1785, died in Rye, near New York city, May 20, 1872. Thomas Macy, founder of the family, emigrated about 1635 from Chilmark, near Salisbury, England, and settled at Salisbury, Mass. While prominent in the early life of the town, he was a Baptist. When religious persecution compelled him to remove to another locality, he bought the Island of Nantucket, which formed the home of the family for many generations. Josiah Macy left school at fifteen for a voyage on one of his father's ships. He followed the sea for many years, at first on his father's ships, later in vessels owned partly or entirely by himself, including various splendid Liverpool packets, and encountered the troubled times of the war of 1812-15 with courage and prudence. After leaving the sea, he settled in New York city in 1828, and embarked in a shipping and commission business with his son, William H. Macy, as Josiah Macy & Son. In 1829, Josiah Macy, jr., was taken into the firm, the name thereupon changing to Josiah Macy & Sons. The other sons were admitted to the house as they came of age. In 1853, Mr. Macy retired from business to Rye, N. Y., where his house occupied a pleasant site overlooking the waters of Long Island Sound. He was one of the organizers and from 1833 a director of The City Fire Insurance Co., and a director of The Tradesmen's Bank for many years. In religious faith, a Quaker, he was admired by his generation as a conscientious and upright man. Feb. 6, 1805, he married Lydia Hussey of Nantucket, who died Sept. 25, 1861. He left four sons, William H., Charles A., Josiah G., and Francis H. Macy, and two daughters, Lydia H. and Ann Eliza.—His son, **WILLIAM HENRY MACY**, banker, born on the island of Nantucket, Nov. 4, 1805, died in this city, May 19, 1887. Educated on the island, he entered a shipping office in New York city in 1823 and, in 1826, had the courage to begin business on his own account. Shipping men from the eastward brought their commissions to the Nantucket boy and he made his way rapidly. In 1828, his father joined him and they placed over their doors the sign of Josiah Macy & Son. Mr. Macy gained a very high reputation, a fortune, and the respect of his fellow merchants. In 1834, he joined the Chamber of Commerce and was afterward its vice president. In 1845, he became a director of The Leather Manufacturers' Bank, and on March 5, 1855, president. Of The Seamen's Bank for Savings, he became a trustee Jan. 12, 1848, vice president in 1851, and on June 3, 1863, president, and so remained until his death. He was also vice president of The United States Trust Co., and director of The Bank of Commerce, The City Fire Insurance Co., The National Fire Insurance Co., and The Atlantic Mutual Insurance Co., and owing to his conspicuous integrity and qualifications as a manager, the executor of several estates and trustee of many charities. His wife was Eliza L., daughter of Sylvanus F. Jenkins. Mrs. Macy and four children survived him, the latter being Mary J., wife of William M. Kingsland, Cornelia M., wife of Isaac H. Walker, Sylvanus J. Macy of Rochester and William H. Macy, jr.

GEORGE CALVIN MAGOUN, banker, born in Cambridge, Mass., Aug. 23, 1841, died in New York city, Dec. 20, 1893. He prepared for Harvard at the Cambridge High School, but abandoned a college course in favor of a business career, and began life at the age of eighteen, as clerk for Lawson Valentine & Co., varnish manufacturers. In 1865, he secured a better place in the office of Kidder, Peabody & Co., bankers, of Boston, and when, in 1886, Kidder, Peabody & Co. established a New York house, Mr. Magoun became a member resident here. The firms in New York and Boston were

agents of Baring Bro's, of London, probably the largest banking house for merchants in the world. May 1, 1891, the New York members of Kidder, Peabody & Co., withdrew from that firm in order to enlarge their operations and organized the new firm of Baring, Magoun & Co. Mr. Magoun had long been prominent in the affairs of The Atchison, Topeka & Santa Fé Railroad, and at his death was chairman of the board of directors, having especial charge of the company's financial affairs. He was a director of The Chicago, Milwaukee & St. Paul Railroad, The Equitable Life Assurance Society, The Union Trust Co., The Colorado Midland Railway, The American Sugar Refining Co., and The Don Enrique Mining Co. In 1862, Mr. Magoun married Miss Adelaide Louisa Tisdale of Taunton, Mass. To them were born three sons. He was a member of the Union League, City, Tuxedo, Lawyers', Down Town, Riding, New York Yacht and South Side Sportsmen's clubs and The New England Society.

JOHN DOWS MAIRS, merchant, who died in Irvington-on-the-Hudson, Oct. 3, 1881, in his 54th year, was a native of Utica, N. Y., and a nephew of David Dows. He began life as a clerk for Mr. Dows, who entertained a sincere respect for his competent young nephew. He was drawn away to California for a time but returned to New York and by invitation of the senior partner entered the firm of David Dows & Co. in 1854. In the affairs of this house, he spent the rest of his life, gaining a fortune and the esteem of the whole mercantile community. He was a member of the Produce Exchange from its organization.

WILLIAM H. MAIRS, manufacturer, a native of Utica, N. Y., was born June 29, 1834. The family was planted in America by his grandfather, a Scottish Presbyterian clergyman, who came from the North of Ireland about 1790 and settled in Galway, Saratoga county. The maternal branch of his family is an older one, dating back to Jan Franse Van Hussam, a Hollander, a resident of Fort Orange, now Albany, N. Y., as early as 1645 and a large landholder. The Claverack lands, on which the city of Hudson now stands, were bought by honest Jan from the Indians for 500 guilders in beavers. The family of Mr. Mairs came to New York city in 1845. William was taught at the Mechanics' Institute and then spent seven years with his father in the fancy goods trade. In 1857, he began the manufacture of wall paper on a small scale and promoted his business so well that he is now the proprietor of a large factory at Sackett and Van Brunt streets in Brooklyn and of a trade which extends to every part of the United States. The business was finally merged in that of The National Wall Paper Co., but not until it had brought him a fortune, which is now largely invested in real estate. Mr. Mairs was married, June 13, 1866, to Ellen A., daughter of Danforth K. Olney of Catskill, N. Y., and they have several children.

THOMAS MAITLAND, merchant, born in England in 1848, is a son of Stuart and Margaret Lynch Maitland. Educated in Europe and removing to New York city in 1865, Mr. Maitland entered business life and rose to considerable prominence therein and in the social world. About 1879, he became connected with his father's firm of Maitland, Phelps & Co., an old mercantile house, founded in 1795 by William Maitland. He retired in 1892 to Wimbledon, England. He was a director of several corporations and a member of the Century, Manhattan, Knickerbocker, Tuxedo and other clubs.

CHARLES H. MALLORY, shipping merchant, lived until his 72d year and died in Brooklyn, N. Y., March 21, 1890. In early life, active in the shipyard of his father, Charles Mallory of Mystic, Conn., he purchased an interest in various vessels as he

gained the means to do so, and slowly acquired large interests in this class of property. During the Civil War, the family sold several of their steamers to the Government, and Charles H. Mallory served his State in the Legislature. At the close of the War, Mr. Mallory removed to New York city and established a line of steamers to ply between New York and Galveston. The New York & Texas Steamship Co., which he organized, had at the time of his death ten fully equipped steamers in the trade. His firm took the name of C. H. Mallory & Co. Mr. Mallory was always a man of overflowing patriotism, pluck, energy and activity. Broad in his views, an intense American and a loyal Republican, his life proved useful to his countrymen and an honor to his native State. He was charitable without ostentation, a member of Plymouth church in Brooklyn and a Free Mason. His fortune descended to his wife Eunice C. and five children, Charles, Henry R., Kate and Robert Mallory and Mrs. Frances W. Williams.

FREDERICK MARQUAND, merchant, born in Fairfield, Conn., April 6, 1799, died at his home in Southport, Conn., July 14, 1882. When a young man he came to New York city, where he learned the trade of a jeweler and in time engaged in business on his own account. His firm of Marquand & Co. ranked for a long period among the most noted jewelers and silversmiths in New York city. In 1852, Mr. Marquand retired from business, being succeeded by Ball, Black & Co., whose members had been his employés. The most of his means sought investment in real estate in New York city. After his retirement, he traveled a great deal, spending his winters usually in the South and for a few years before his death making his home in Southport, Conn. He was a man of exceedingly fine character and cultivated tastes. Philanthropic movements always awoke his interest and he made many generous gifts. Chapels were built by him for Union Theological Seminary in this city and Yale University, while he bequeathed a large sum to philanthropic objects.

CHARLES HENRY MARSHALL, shipping merchant, born in Easton, Washington county, N. Y., April 8, 1792, died in this city, Sept. 23, 1865. His ancestors were sea faring people in Nantucket, and his father, Charles Marshall, a well known sea captain in his day, retired to a farm, as old salts are fond of doing, on the Saratoga patent in 1785. Charles was born in a log cabin, spent his youth on the farm, and then became a sailor as his forbears had been before him and as his four brothers were also. A man of stern common sense and strong mind, he rose to become the master of a ship, made many famous passages, and finally became one of the most trusted captains of the Black Ball Line of packets to Liverpool. He left that line in 1834 to assume the management of the Old Line of packets and later became its proprietor. He managed this fleet with success for thirty years, superintended the building of new vessels, and aided materially to make American packet ships the swiftest, most powerful and most successful vessels in the world and the despair of their English rivals. He was a member of the Chamber of Commerce, one of the organizers and third president of the Union League club; president of the Marine Society for twenty years; trustee of the Sailors' Snug Harbor; in 1851-55, a Commissioner of Emigration; and from 1845 until his death a Pilot Commissioner. He lived to see the Union, which he loved so well, triumphant in the Civil War. He was married in 1822, to Fidelia, daughter of Dr. Lemuel Wellman, and left a large fortune to his children, Charles Henry Marshall, Elizabeth Robertson, wife of Charles Lawson, Mrs. Mary Russell Butler, and Malvina W. and Helen Wyckoff Marshall.

JOHN THOMAS MARTIN, capitalist, born in Baltimore, Md., Oct. 2, 1816, is a distinguished representative of an old family. Educated in St. Mary's School, he entered the store of Birckett & Pearce, merchants of Baltimore, while yet a lad, and there gained the training to which his subsequent life did so much honor. At the age of seventeen, he removed to St. Louis and engaged in the clothing trade, a venture beyond the powers of most men of that age, but Mr. Martin was a man of unusual abilities, and when he retired fifteen years later, he came to Brooklyn with large means. During the Civil War, large contracts for army clothing were awarded to him by the Federal Government, which he filled to the satisfaction of the authorities. He then became a stockholder in financial corporations and joined a few large syndicates in important reorganizations of railroad companies. He has latterly done much for the improvement of the water front of Brooklyn and has been a director in The Home Life Insurance Co., The Brooklyn Trust Co., The Long Island Loan & Trust Co. and The Nassau National Bank and other corporations. A man of noble features, large nose, large mouth, his side whiskers now silvered with advancing years, and with shrewd, keen, but kindly eyes lighting an expressive face, Mr. Martin's nature is fully in keeping with his distinguished personal appearance. He is fond of art and has made a notable collection of paintings. Of the Polytechnic Institute, he was a founder and first treasurer.

JOHN W. MASURY, born in the old town of Salem, Mass., Jan. 1, 1820, died in this city, May 15, 1895. He was the second of four children, the progeny of John Masury and Priscilla Carroll. The father was of French descent, a Huguenot of the Le Mesuriers, who are of world-wide celebrity as engineers and in the development of the useful industries. They were, moreover, sturdy advocates of civil and religious liberty and that trait to-day is prominent in the character of every surviving member of the family in America. The father of the subject of this sketch was more than ordinarily impressed with the necessity of a good secular education and placed his three boys under the tuition of James S. Gerrish, who was acknowledged to be the best instructor of boys in the Old Bay State, which was then the center of learning in the new world. Under the tuition of this excellent teacher, the second son, "Masury Secundus," as his master always called him, developed an aptness in the acquisition of book knowledge which was almost phenomenal. Mr. Gerrish was a severe man, exacting, rigorous and a great disciplinarian, never given to exaggeration or hyperbole in writing or speech, and he ruled by fear rather than love.

On the severance of this relationship, which came about because of the removal of the family to a distant city, the master proffered the departing pupil a letter, addressed "to whom it may concern," which read as follows:

"This may certify that the bearer, John W. Masury, has been under my tuition for more than three years. He is a lad of a high order of talents, strict honesty, integrity and uniformity. He carries with him the best wishes of his friend and instructor,

JAS. S. GERRISH."

After this parting, the grateful and loving pupil never met his friend and instructor. The certificate mentioned above bore date of 1831.

After a short sojourn in their new abode, the family returned to Salem and reoccupied the old homestead, where the good mother lived to the ripe age of eighty-four years. Mr. Masury remained at home until he was twenty-two, when he, like many or



John W. Masury

most of the Salem boys, sought abroad the honor which did not seem to be within easy reach at home. The metropolis was his objective point, and Brooklyn, then a city of about 45,000 people, received him as an adopted son. The residence in his adopted city continued without interruption for more than forty years. Early in his Brooklyn life, he accepted a clerkship in the then only paint house in the growing city. In his position as clerk, he enjoyed the esteem and confidence of his worthy, good, generous benevolent, cheerful and happy employer, the late John D. Prince. After some years of this most delightful relationship, Mr. Prince listened favorably to a proposition of his clerk to establish a factory for the making of ground colors, which business was then in its infancy. This project soon became a real fact and the business has been continued under several names and changes up to date with ever-increasing prosperity and profitable results. The business was started under the firm name of John D. Prince & Co. Later, a Mr. Weeks, a very clever and popular salesman, was admitted as a partner and the business continued under the name of Prince, Masury & Weeks. Later yet, the junior partners bought the interest of the senior and the firm continued as Masury & Weeks up to the time of the decease of Mr. Weeks, which occurred about 1857. To pay for the interest of the deceased partner's estate, Mr. Masury found it necessary to seek another partner who appeared in the person of Frederick L. Whiton. With the money thus acquired, the Weeks interest was settled and the business was, under the name of Masury & Whiton, continued until 1871, when Mr. Whiton died of consumption at Aiken, S. C.

Up to this time, the business had been carried on in connection with the sale of dry colors, brushes and painters' materials of every name and description. The dissolution of the firm consequent upon the decease of the junior partner left Mr. Masury sole possessor, and with prescient wisdom he made up his mind to divorce the shop-keeping branch from the manufacturing department and devote all his energies and talents to the development of the latter. For twenty-five years, Mr. Masury had given his almost undivided time and attention to the success of the concern. His working days, almost without cessation or intermission, were given to the work. Nor did his labor cease with the close of the day, as midnight often found him at his library table deeply engaged in study. He early developed a taste for letters, was a great reader, and his wonderfully retentive memory enabled him to retain not only the sense but the words of all his extensive readings. His perfect familiarity with English and French classical literature was the marvel of all who had the pleasure of his society. The late Edward Van Winkle, a prominent member of the New York bar and a writer on Shakespeare, paid him the high compliment of saying, that Mr. Masury was the best Shakespearean non-professional scholar he had ever met.

Unlike most men deeply devoted to business pursuits, Mr. Masury never gave up his reading, but continually kept it fresh to the end of his life. In or about 1870, his book on house painting was issued from the press of Messrs. Appleton & Co., and was a decided success from the time of its appearance. It has passed through fourteen or fifteen editions and is in constant demand at this date. Other works of similar nature followed this and were received with favor by all interested in such matters.

Mr. Masury's inventions, most of which were patented, were all in the interest of his business. The first and most important and valuable was a new mode of putting up paints ground in oil. No one better than he appreciated the difficulty of arriving at

the contents of a sealed can of color in the then universally adopted mode of packing or putting up. After years of thought given to this very important question, he conceived the idea of making a can, one end of which should be composed of thinner metal than the rest of the vessel, so thin that it could be easily severed with an ordinary pocket knife blade. This idea at once took tangible shape and was a complete success from the start. The house enjoyed a monopoly, with lawsuits for infringements, of this invention for twenty-one years.

The next invention of importance was a mill for grinding colors in quick drying varnish to an impalpable fineness. To accomplish this, the mill-stones must be forced into closest contact and this in the nature of things would produce an amount of heat sufficient to spoil the thinning material. This was overcome or obviated in the invention in question, by the introduction of a stream of cold water, which was made to pass over the outer surfaces of both upper and lower stones thus preventing the heating of the paint in the process of grinding. This invention was also an entire success from the moment of being started. Paints and colors used in carriage and car painting had up to this time been wholly prepared in the several shops by the use of a slab and muller or by the common iron hand-mill and, as a rule, at the moment of consumption. The invention made an entire revolution in the trade and the demand for paints produced by the new mode was immense and unprecedented. Two years after the goods were fairly in the market, the demand for Ivory Black ground in Japan varnish called for more than 300 tons, and this article alone realized a profit of more than \$100,000 in a single year, and at this the consumer got twice as much for his money as he could have received in any other way. Other inventions followed, less important yet of vast benefit to the painters and conducive to economy, cleanliness and saving of costly material.

A few years after the dissolution of the firm, caused by the decease of Mr. Whiton, Mr. Masury's son-in-law, Lieut. F. L. Miller of the United States Navy, became a partner in the business under the firm name of John W. Masury & Son, which name is continued at the present, although Mr. Miller died several years ago.

JOHN MATTHEWS, patentee of soda water apparatus, born in England in 1808 and educated in London, died in New York city in 1870. He was christened John Henry Matthews but never used the middle name in business affairs and it finally became obsolete. An inventor and mechanical genius of rare ability, he emigrated to America in 1832 and established at the corner of Fulton and Gold streets, New York city, a machine shop of modest proportions for practical and experimental work. While thus occupied with mechanical pursuits, he discovered a special field for his usefulness in repairing and manufacturing machinery for making soda water. Many inventions and patents resulted and the business developed to a wonderful extent. Both among the manufacturers and the retail purveyors of soda and mineral waters throughout the United States, his inventions came into general use, and he can unquestionably be regarded as the originator and introducer of the soda water trade on a large scale in this country. Previous to his removal to America, he was married to Elizabeth Chester of Bristol, England. To them were born John Matthews, 2d; Mary, wife of Karl Muller, the sculptor; George Matthews, 1st; Thomas, Emma, and Chester Matthews. Mrs. Matthews died in 1889. The sons carried on the business established by their father with energy, ability and success. John Matthews, 2d, died March 13, 1883, leaving his one-third interest to his cousin and adopted son Frederick

and two nephews, George Matthews, 2d, and John H. Matthews, sons of George, 1st, the business being conducted under the name of The Firm of John Matthews. Frederick died in July, 1883, and George, 1st, died Feb. 15, 1885. His sons George, 2d, and John H. Matthews, who are the only living descendants of the line are now sole proprietors of the business. The men of this house have always borne a high reputation both for ability and character, and by their energy and success have added much to the happiness and health of the people of the country. The apparatus branch of their industry was, in 1891, transferred to The American Soda Fountain Co., in which the firm are stockholders.

EUGENE LASCELLES MAXWELL, manufacturer, a native of Brooklyn, 1854, died in that city, Feb. 9, 1895. He was one of the three sons of John Maxwell, the banker. Eugene was educated as an engineer at the Polytechnic Institute in Brooklyn, became associated with Henry S. Manning & Co., dealers in railroad supplies, and, being taken into partnership in Manning, Maxwell & Moore, carried on for fourteen years a large and profitable wholesale trade in railroad and machinists' supplies. He was known as an energetic, upright and successful merchant, and by investment became president of The Pond Machine Tool Co., of Plainfield, N. J., and The Ashcroft Manufacturing Co., of Bridgeport, Conn., vice president of The Shaw Electric Co. of Muskegon, Mich., and an officer in other manufacturing concerns. He made his home in Brooklyn, and was a member of the Engineers', Rembrandt and Lawyers' clubs of this city and the Atlantic Yacht, Riding and Driving, Montauk, and Hamilton clubs of Brooklyn. His wife and two daughters survived him.

HENRY W. MAXWELL, banker, a native of Brooklyn, and born Dec. 7, 1850, is a son of the late John Maxwell, a banker. Well educated and fortunate in beginning life in a family of means, he has been active in the field of finance which centers around Wall street and wields considerable influence therein. A member of the Stock Exchange, he is also junior partner in the banking firm of Maxwell & Graves, who have gained an excellent reputation for solidity of character and conservative and upright methods, and is largely identified with the railroad enterprises of Austin Corbin. The Brooklyn Trust Co. has elected him to its directorate. Mr. Maxwell is a member of the Lawyers', Atlantic Yacht, Excelsior and Hamilton clubs and lives in Brooklyn, with the public institutions of which city he is associated. The Memorial Industrial School has been built by him in honor of the memory of his mother and his wife.

EDWIN HIRAM MEAD, coal miner, born on Broadway in this city, died Feb. 3, 1895, in South Orange, N. J., in his seventy-third year. An outbreak of yellow fever drove his family to Berkshire county, Mass., while he was an infant, and there he was educated and brought up. In early life, he served as a clerk in Harnden's express office in Albany, N. Y., and in a coal office there, leaving a year or two afterward to enter the employment of The Pennsylvania Coal Co. in New York city. With this corporation, he remained for the rest of his life. In 1852, he was elected secretary of the company and served as such and as treasurer until the death of President Hoyt, when he became president of the company, thereafter rising to prominence as one of the best known men in the trade in the United States. He was also the managing director of The Erie & Wyoming Valley Railway, a director of The Washington Life Insurance Co., and a member of the New York Chamber of Commerce. Mr. Mead was always a public spirited man, and greatly promoted the interests of South Orange after 1868,

when he made that locality his home. A well-read, genial, kindly man, he made friends everywhere and was highly esteemed. His wife and three children survive him.

FREDERICK MEAD, merchant, was born Sept. 12, 1817, in Greenwich, Conn., in the old Mead homestead, which is yet in possession of the family, on the brink of Putnam Hill, celebrated as the scene of General Israel Putnam's "break-neck ride." He is a descendant from ancient and gentle English stock, one of his ancestors having been the official physician of Queen Elizabeth. Of this family two brothers, Puritans, emigrated from England to the continent of America in 1642, one of them, John Mead, settling in Greenwich, Conn., the other in Virginia.

Darius Mead, M.D., father of the subject of this biography, was born in Greenwich, July 9, 1787, and died there Jan. 28, 1864. He graduated from Yale College in 1807 and then studied medicine in Philadelphia under the celebrated Dr. Rush. In 1809, he married Lydia K., daughter of Elisha Belcher, M.D., of Round Hill, Conn., a prominent physician and surgeon in the army of the American Revolution. Six of Mrs. Mead's brothers and brothers in law were physicians, all Christian men and of high standing in their profession. Mrs. Mead died Jan. 15, 1848. She had been the center of an affectionate circle at home, and by a singularly beautiful and useful life had become universally respected and beloved. Dr. Mead settled in Greenwich in 1810, and there spent the rest of his active and useful professional life. He was blessed with remarkable health and was never absent from his post of duty until his death. Owing to his strong intellect, clear and accurate judgment, and power of endurance, his practice became extensive and he attained a high reputation, while, through strong Christian principle, he became a leader in church and society and greatly useful in promoting every good object. He was ever considerate of the poor, giving them faithful and laborious attendance without expectation of reward. Among the people of Connecticut, Dr. Mead was widely known and greatly revered. In 1845 and 1846, he represented his district in the State Senate, having been nominated for this honorable place without seeking it and even without any knowledge of the intention of his fellow citizens.

Frederick Mead, son of Dr. Mead, enjoyed the almost inestimable advantage of growing to young manhood under the careful training of parents of noble character and strong minds. The training and principles he received from them have proved a priceless heritage. He received a sound education at the Greenwich academy and then, at the age of seventeen, began the battle of life for himself. At that time, two of his brothers, Zalmon S. and Robert W. Mead, were established in New York as wholesale grocery merchants at No. 27 Water street, under the firm name of Z. and R. Mead, and it was thought advisable that Frederick should become a dry goods merchant. He obtained a clerkship therefore in the wholesale dry goods house of Crosby, Mead & Candee. By earnest and faithful attention to every duty, he acquired a good, practical knowledge of the business and soon occupied a responsible position with the firm. The health of his eldest brother, Zalmon, senior member of Z. & R. Mead, having become impaired, Frederick was induced to join his brother in the grocery business. In 1842, Zalmon died and in the same year Frederick entered into partnership with his brother Robert under the firm name of Mead & Co. The great panic of 1837 and the continuance of very depressed times had seriously affected the business of the firm and the new partner found himself in a position, which involved heavy burdens and great difficulties. He grappled with them, however, with grit and determination. When, owing



Fredk. Mead

to failing health, his brother Robert retired, the whole responsibility and management of the business fell upon the young grocer and in very adverse times. He proved equal to the emergency and through his sound judgment, untiring energy and perseverance, the trade gradually increased and became large and lucrative.

In 1862, Mr. Mead associated with him in partnership, under the firm name of Mead, Lacey & Co., Frederick Lacey, for many years a leading and much respected grocer. Their business continued to expand and their operations in tea, coffee and sugar grew to large proportions, often widely influencing the markets. Mr. Lacey died in 1869. Subsequently, James Voorhis, a valued employé, and Frederick Mead, jr., son of Mr. Mead and a graduate of Yale College, were taken into the firm under the name of Frederick Mead & Co., and this title has remained unchanged to the present time. The business is now confined to tea importing and commission and their sign on Water and Pearl streets is one of the landmarks of the older part of New York.

A strong Republican in political faith, Mr. Mead has nevertheless always refused to enter practical politics or accept political honors. As was his father, so is he, a man of stern integrity and unbending uprightness, despising equivocation, insincerity, ostentation and cunning policy. Possessing strong will and earnest convictions, he is at the same time modest and self denying. Through spotless purity of character, vigorous enterprise, and an honorable and successful career, he is an excellent type of the old merchants of New York and has won the confidence and esteem of this community. He has been a director in The Fourth National Bank for more than twenty years and is now senior member of the Board and was a director in The Old Dominion Steamship Co., The Corn Exchange and International Insurance Co's and other institutions.

His home is at No. 1 West 56th street, and his country residence in Greenwich.

Mr. Mead was married in 1841 to Mary E., daughter of Samuel Scribner of Baltimore, Md. They have three children living, Frederick and Herman R. Mead, and Mary Gertrude, wife of Edwin A. Abbey, the well-known artist, now residing in England.

RALPH MEAD, merchant, born in Greenwich, Conn., April 24, 1789, died in New York, July 23, 1866. He was a man of sterling integrity, high religious principle, and a genial social nature and is remembered with honor and a respect akin to love by all who know him. His ancestors were prominent among the early English settlers of Connecticut, and Mr. Mead was the sixth in direct descent from John Mead, one of the twenty-seven original proprietors of the town of Greenwich. During the American Revolution his father, Edmund Mead, was a member of the Greenwich Committee of Safety. Edmund Mead married Theodosia, daughter of Benjamin Mead, 2d, Feb. 15, 1776. Of the eleven children, Ralph was the seventh. Until his fifteenth year, he remained at home. When he decided to start in life for himself, he spent his spare time in the winter in trapping game, then abundant in the woods, and by spring had secured the means for his new venture. Embarking at Saw Pits, now Portchester, on a vessel bound for New York, he reached this city after a week's voyage. He was fortunate in securing employment with Samuel Tooker, a grocer, to whom he apprenticed himself. The employer and clerk became life-long friends. While a mere lad, Mr. Mead was sent as a supercargo to Passamaquoddy, Maine. Here, he not only disposed of his own cargo but that of another vessel to the great satisfaction of his employer. In 1810, Mr. Mead began business for himself, with capital consisting of

thorough business ability and small savings. The gratifying fact was soon evident, that the leading importing houses of that day were ready to trust him to any amount he would ask, because of his good judgment, integrity and uprightness. Of this, there were several notable instances.

In 1813, he married Sarah Holmes, of Cranetown, now Montclair, N. J., who illustrated in her life the virtues of the wise woman of the book of Proverbs and whose sympathy and co-operation in her husband's plans helped to ensure their success.

During the War of 1812, Mr. Mead served for two years in the 2d N. Y. Art., the 7th Regiment of that day. He was stationed at Castle Garden, then called Battery Fort, and was permitted to make daily visits to his home and store. Late in life, he received from the Government land warrants for 240 acres as compensation for his clothing and musket. After the troublous times which succeeded the War, his business career was a wonderful success. It was a matter of grateful pride to him that during a long life he was able to meet every business obligation, notwithstanding financial revulsions, and to help others less fortunate than himself. Just before the panic of 1837, Mr. Mead had contracted for the erection of a row of fine houses on Second avenue, near 7th street. During the anxious months which followed, the contractor came to him in fear, expecting that his contract would be canceled as others had been. "Go on," said Mr. Mead, "I will do my part and pay, if you will do your part and give me good work." The result was more than satisfactory to all concerned. In 1846, he made a long journey West to secure a debt, which except for his energy and tact would have been lost to the firm. He found the debtor to be owner of a large flouring mill, which, owing to pecuniary difficulties, could not be worked to advantage. Mr. Mead bought a half interest for the amount of indebtedness, gave credit for the purchase of grain, and the flour was consigned to Ralph Mead & Co. for sale in New York. The profits for the year were equally divided between the firm and the miller. They were so large that the original owner was enabled to buy back the half interest in the mill that he had sold, with a fair margin of profit on the transaction.

Mr. Mead's firm were first known as Mead & Holmes, but for many years he did business under the name, which was so long honored in nearly every State of the Union, of Ralph Mead & Co. He first rented and afterward purchased the building at 13 Coenties Slip, and finally erected the large stores at 13 and 15 Coenties Slip which for more than sixty years were the headquarters of the house. In 1859, he retired from active mercantile life, and the firm, composed of his nephews whom he had trained, his son and his son-in-law, became known as E. & R. Mead, jr., & Co.

Mr. Mead was early interested in promoting railroad connections with the interior and was an active director in both The Erie Railroad and Long Dock Companies until his death. Over the Erie Tunnel through Bergen Hill, his name is inscribed with those of his associates in the great work carried to completion through their energy. He was among the first to recognize the necessity of securing direct and cheap transportation of coal from the Pennsylvania mines to New York and the Eastern States. With characteristic sagacity, he aided in the organization of The Delaware, Lackawanna & Western and The Warren Railroads.

Unlike many of his fellow merchants, Mr. Mead passed through the great fire of 1835 without the loss of buildings. The fire was checked on the opposite side of Coenties Slip. So widespread was the conflagration that nearly every insurance com-

pany of the city was swept away. The City Fire Insurance Co., of which he was a director, voted immediately after the fire to make the capital stock \$70 per share instead of \$100, but within a day or two more than the lost 30 per cent. was made up in new premiums. Mr. Mead was also connected with The Howard, Hanover, Phoenix of Brooklyn, The Merchants', The Corn Exchange and American Exchange Fire Insurance Co's, in nearly all of them as director. Among the banks he helped to support by his efforts and influence were The North River, The Metropolitan, The Union, and The Mechanics' Banking Association. He would never accept office however urgently desired, unless he felt he could give the time for efficient, faithful service to its best interests. A Whig in politics in early life, his last Presidential vote was cast for Abraham Lincoln. In the early days, the Washingtonian movement secured his sympathy. At the risk and with the apparent certainty of loss, he and his partner, Edwin Mead, agreed to give up the sale of spirituous liquors. From that time in all the history of the house, its business was conducted on temperance principles.

Mr. Mead loved New York and made its interests his own, liberally supporting its libraries and institutions with influence and money. Only a small part of his charities and benefactions were known to the world. He was, however, one of the managers of The American Bible Society, The Methodist Episcopal Missionary Society and other organizations for Christian work. Although brought up a Congregationalist, he became one of the most prominent laymen in the Methodist Episcopal Church and was one of the founders and trustees of the Mulberry Street Church. After the financial troubles of 1837, he was its treasurer and for nearly twenty years made good enormous deficits in its running expenses from his own income. He bought and held for the acceptance of the other members of the Board of Trustees, refusing tempting offers to sell at large advance price, the lots at the corner of 22d street and Fourth avenue, whereon St. Paul's M. E. Church was afterward built. He was a pillar of strength to the church until his death. For more than fifty-three years, he filled the office of class leader and many of New York's prominent merchants, bankers, lawyers and clergymen were enrolled upon his record. He was one of the original syndicate who, about 1829, bought the buildings and grounds of the Partridge Military Academy, at Middletown, Conn., and founded the Wesleyan University.

The Greenwood Cemetery enlisted his interest. He was one of the original plot owners, and in 1842 laid to rest there the remains of his beautiful and always beloved wife. In 1846, he married Ann E. Van Wyck, daughter of Gen. Abram Van Wyck of Fishkill, N. Y. Mr. Mead left five children and a goodly number of grandchildren. His children were Samuel Holmes Mead, of Florida, now deceased; Melville Emory Mead, of Norwalk, Conn.; Elizabeth A., wife of Edwin Hyde but now deceased; Lydia A., who married Nathan J. Bailey; Harriet A., wife of Philip J. A. Harper, Hempstead, N. Y., a son of James Harper; and H. Caroline, wife of the Rev. Archibald C. Foss, of Baltimore. Two other children died in infancy.

ISRAEL JOHN MERRITT, wrecker, was born in New York city, Aug. 23, 1829, of ancient stock, his grandfather having served with honor in the War for Independence. With a limited education, young Merritt began life as driver on a canal, but tried various other vocations as opportunity occurred until he had reached the age of fifteen, when he secured employment with a wrecking captain. At the age of twenty, he had command of a fine coasting schooner. In 1853, he was appointed

agent for the Board of Marine Underwriters and later agent for The Coast Wrecking Co. In 1865, he invented a pontoon or dry dock for raising sunken vessels. By his perseverance, pluck and peculiar energy, Captain Merritt eventually established the largest organization in the world engaged in the wrecking business. In the process of time, a son, Israel J. Merritt, jr., grew to manhood and became a co-worker in the business and a partner of his father. The firm is known as Merritt's Wrecking Organization, not incorporated. Besides the main office in New York and large storehouses and wharves on Staten Island, they have storehouses and wharves in Norfolk, Va., and own a fleet of steamers, sailing vessels and pontoons, specially built, rigged and fitted for their work. They do all the heavy wrecking on the Atlantic coast, employing from 150 to 200 men, including skilled divers for submarine work and the best of sailors and mechanics. Captain Merritt has saved hundreds of lives and millions of dollars' worth of property. One of his principal achievements was the rescue of the French steamer L'Amerique, which had been driven high and dry on the beach near Sea Bright, N. J., in January, 1877. In 1853, he married Miss Sarah L. Nicholson, of New York, who died June 11, 1879. To them were born two sons and four daughters.

CHRISTOPHER MEYER, manufacturer, born in Hanover, Germany, Oct. 15, 1818, died July 31, 1888, at 617 Fifth avenue in this city. He was a self-made man. When a lad of fourteen, he came to this country alone, remaining in New York two years, working at first merely for board and shelter. All his spare time was devoted to studying the language. In 1836, he secured employment in a Newark machine shop and in two years had charge of the erection of the Ramapo Mills. His next engagement was to put up some machinery for Horace Day, then the leading rubber manufacturer of the country, in New Brunswick, N. J. Mr. Day liked the young man, took him into his employment, and in a short time made him superintendent of the factory. Mr. Meyer invented several processes, which added largely to the capacity of the mills. One day, he came to the conclusion that if he could make money for others, he could for himself. He designed his own machinery, borrowed \$300 from James Bishop, and set up a mill, which later he sold, starting then another mill and selling that. By this time, he had accumulated a little capital. Securing a good site with water power at Milltown, three miles from New Brunswick, he erected a factory there. It was successful and soon gave employment to a thousand persons. Mr. Meyer possessed talent of a high order. At the time of his death, he was president of The Meyer Rubber Co.; general manager and principal owner of The New Jersey Rubber Shoe Co., which employed about 1,000 men; owner in a rubber factory in Edinburgh, Scotland; president of The Nashawanick Rubber Manufacturing Co., and of The Glendale Elastic Fabric Co., of East Hampton, Mass.; director of The Old State Bank of New Brunswick; owner in The Painesville & Youngstown Railway, and director of The New York & Boston, New York & Northern, and The Cincinnati, Hamilton & Dayton Railroads, The German-American Fire Insurance Co., The Municipal Gas Light Co. and The American Bank Note Engraving Co. Mr. Meyer was a Methodist. He was first married in 1840, to Miss Margaret Evans, of Belleville, N. J., who died in 1877. He then married, in 1886, Effie, daughter of George K. Chase of New York city. His first marriage brought him seven children, of whom six survived him, Martha, widow of William A. Gray of New York; John C. Meyer, who was connected with The New Jersey Rubber Shoe Co. and died Nov. 12,





H. O. G. & N. Y. C.

Seth M. Miller

1888; Catherine Louise, wife of George Lowther, of this city; Clara A., wife of Charles Greer of New York city; Margaretta, wife of Fulton Paul of Hudson, N. Y., and Howard Meyer, his father's confidential secretary and now deceased. The Meyer factories are now merged in The United States Rubber Co.

SETH MELLEN MILLIKEN, commission merchant, one of the numerous sons of the Pine Tree State, who have risen to prominence in the metropolis, was born in Poland, Me., Jan. 7, 1836. He is a lineal descendant of Hugh Milliken, who immigrated to America from Scotland in 1650 and settled in Massachusetts. John Milliken, grandson of the pioneer, born Dec. 27, 1691, carried on business in Boston as a saddler for a number of years "at the corner going down Wentworth's Wharf," and married Sarah Burnett, of Boston, Jan. 1, 1718. It was he, who, having purchased a farm in the town of Scarborough, Me., planted his branch of the family in that province. He died upon his farm, Sept. 8, 1779, during the stormy period of the American Revolution. From him, the line of the subject of this biography comes down through his son, John Milliken, farmer (born Feb. 17, 1723, in Boston, died 1766), and Eleanor Libby Sallis, his wife, the latter being the widow of Benjamin Sallis; Benjamin Milliken, son of the latter, farmer and tanner (born in Scarborough, 1764, died Sept. 20, 1818), and Elizabeth Babbridge, his wife; to his son, Josiah Milliken (born Jan. 1, 1803, died in Portland, Me., 1866) and Elizabeth Freeman, his wife, the latter dying in Portland, 1890, at the age of eighty-seven. Josiah Milliken lived in Mina, Me., for a time after his marriage, and later in Poland, where he carried on a farm, a tannery and a lumber business.

Seth M. Milliken is the fourth of the five sons of Josiah Milliken, being fifth of his seven children, and is in the seventh generation of descent from the pioneer of the family in the new world. The sons of Josiah Milliken have all made their mark in affairs and set to their fellow men the example of useful and successful lives. Weston F. has been a member of the Maine Legislature, a lumber merchant, a banker and the president of a line of coasting steamers, besides being active in promoting other interests of the State of Maine. Charles R. is president of The Portland Rolling Mill and The Poland Paper Co. The career of Seth M. Milliken, will be related in fuller detail.

He attended the public schools of Poland during boyhood and then enjoyed a three years' course at the academy in Hebron, followed by two years in the academy in Yarmouth, Me. Since leaving his books, his life has been eventful and prosperous. Destined to a practical career, he obtained his first experience as a flour miller in Minot, Me., beginning at the age of seventeen, and, after a few months' service, took charge of the mill. In the fall of 1855, he accepted the charge of a winter school in Poland and taught until the spring of 1856, when he displayed his versatility and enterprise and fairly began life as a merchant on his own account, by starting a general country store in Minot, Me. These general stores are capital schools for the education of a merchant and Mr. Milliken derived from his five years' experience there not only a little surplus capital but a valuable training. In 1861, he moved to the city of Portland and engaged in a wholesale trade in groceries in the firm of True & Milliken, in company with his brother in law, Daniel W. True. It is recollected that the first occasion upon which Mr. Milliken ever saw New York city was during this period, when he visited the metropolis to sell a cargo of potatoes from his native State.

In July, 1865, he entered the firm of Deering, Milliken & Co., wholesale jobbers of

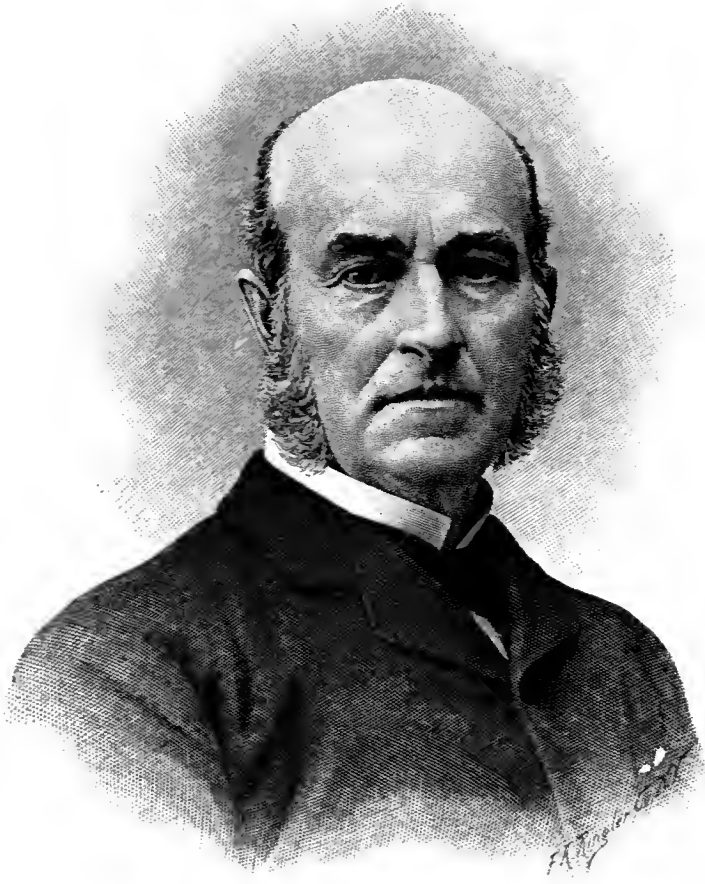
dry goods in Portland, becoming interested later in various factories of cotton and woolen goods in Maine. The prosecution of the trade of this firm required frequent visits to New York city, and in 1867, Mr. Milliken established here the commission dry goods house of Deering, Milliken & Co. After 1874, he became a permanent resident of New York city, thereafter giving little attention to the business in Maine. Exhibiting his active and independent nature at the very threshold of life by starting in business alone, and making his way steadily by perseverance, intelligence and thrift, he had now after nearly twenty years of courageous endeavor made a place for himself among the wholesale commission merchants of New York city. His progress here has been unchecked, in spite of the trials which beset all business men, and he now conducts on Leonard street one of the leading houses in the wholesale dry goods district of the city and is a man of wealth. Largely interested in manufactures, he owns The Farnsworth Co., makers of flannels in Lisbon, Me., and is president of The Pondicherry Co., woolen manufacturers in Bridgton, Me., The Cowan Woolen Manufacturing Co., of Lewiston, Me., and The Dallas Cotton Manufacturing Co., of Huntsville, Ala., and a director of The Forest Mills Co. (woolens), of Bridgton, Me., The Lockwood Co. (cotton goods), of Waterville, Me., and The Spartan Mills (cottons), of Spartanburg, S. C. Some of these are great corporations.

Mr. Milliken has entered heartily into the affairs of the metropolis since coming here and is widely known among the progressive elements of the city as a public spirited, honest and competent man. He is a director and large stockholder of The Mercantile National Bank, director of The Mutual Fire Insurance Co., a supporter of the Metropolitan Museum of Art, and in politics every one knows which side he is on. He is a strong Republican and was honored by his party in 1892 with a place upon the Electoral ticket in New York State. Various leading clubs have elected him to membership, including the Union League, Republican, Driving, Riding, Suburban and Merchants', of this city, the Algonquin of Boston, and the Cumberland of Portland, Me. He also belongs to The New England Society of this city.

Oct. 14, 1874, Mr. Milliken was united in marriage in Dover, N. H., to Margaret L., daughter of Dr. L. G. Hill. Mrs. Milliken died Jan. 14, 1880. Their three children are Seth M., Gerrish H., and Margaret L. Milliken. The family live at 990 Madison avenue.

DARIUS OGDEN MILLS, banker, born in North Salem, Westchester county, N. Y., Sept. 25, 1825, descends from an old family founded in America by a pioneer, who came from the North of England near the Scottish border, some time before the American Revolution, settling first on Long Island and then in Connecticut. James Mills, father of D. O. Mills, was a Supervisor from North Salem and a Justice of the Peace and held various other local offices. He was a man of influence, owned considerable land and was successfully engaged in various forms of business, but by unfortunate investments finally lost the most of his property. He died in Sing Sing on the Hudson in 1841. The sons of James Mills were thus compelled at any early age to rely upon their own energies for their positions in the world. D. O. Mills inherited rugged health and from boyhood showed himself to be cool, clear headed, capable, self-reliant and spotless in character, and from the day in which he first entered practical affairs, he made his way with marked success.

He received his education at the North Salem academy and at the Mount Pleasant academy in Sing Sing, leaving the last named institution at the age of seventeen to



D. O. Mills

begin work as a clerk in New York. A few years later, in 1847, at the invitation of his cousin, E. J. Townsend, he went to Buffalo to serve as cashier in The Merchants' Bank of Erie County and also to become a partner with Mr. Townsend. The bank was one of deposit and issue under a special charter, and when, in December, 1848, Mr. Mills went to California, Mr. Townsend agreed to maintain in any business which Mr. Mills might undertake in California, the same relative interest as that which they had in the Bank and to protect all drafts Mr. Mills might make. Like his two brothers who had preceded him, Mr. Mills was attracted to California by the gold excitement.

He arrived on the Pacific coast in June, 1849, and buying a stock of merchandise laid his plans for a trading expedition to Stockton in the San Joaquin valley. In partnership with a fellow voyager, he bought a small sailing craft, stocked it with merchandise and went to Stockton, where the cargo was sold. Mr. Mills and his partner then separated, and the former finding Sacramento the best place for carrying on a trade with the miners, settled there. He sold general merchandise, buying gold dust and dealing in exchange on New York. By November, 1849, he had saved \$40,000 from his business and finding his work so congenial and profitable, he decided to go back to Buffalo, close out his interests there and make California his home. This he did, and in 1850, he was again at work at Sacramento. After having disposed of a large cargo of merchandise, which he brought from the East, he had enough profit to start a bank, which at once became and to this day remains the leading banking institution of Sacramento. It is called The Bank of D. O. Mills & Co. He had a branch bank agency in Columbia, managed by his brothers James and Edgar.

In 1857, a too energetic devotion to business having impaired his health, Mr. Mills visited Europe for relaxation, and upon his return resumed business with renewed energy.

It was owing to his reputation for judgment, rapid decision, boldness and absolute integrity, that in 1864, when The Bank of California was organized, Mr. Mills was naturally turned to as the man to take its presidency. The institution started with a capital of \$2,000,000, but, under the stimulus of the times and the confidence inspired by its management, the business soon assumed such proportions that its capital was raised to \$5,000,000. The bank became one of the best known in the country and in high credit in all the cities of the world. It was one of the leading factors in the development of the State, furnishing facilities for manufacturing industries and commercial operations. Mr. Mills had taken the presidency reluctantly, and although he had intended to serve for only a short period, he continued at the head of the bank for nine years and then, in 1873, insisted upon retiring from active business. He left the bank in a flourishing condition with capital secure and a large surplus, but in two years he was called back to save it from utter ruin, brought on by his successor's bad management. William C. Ralston, the cashier, had been made president when Mr. Mills resigned, and, shortly before the bank closed its doors, he asked Mr. Mills to save him from individual failure. Mr. Mills arranged to let him have \$900,000, and it was subsequently learned that there had been an over-issue of about 12,000 shares of the bank's stock, which were taken in and retired with Mr. Mills's money just before Mr. Ralston failed. Two days after this, Mr. Mills discovered that the bank was in trouble and the next day, Aug. 26, 1875, The Bank of California closed its doors. A meeting of the Board of Directors was called and Mr. Ralston was asked to resign. His resignation

was handed in at once, and before the directors had adjourned Mr. Ralston's body was found floating in the Bay. Mr. Mills again became president, serving without compensation. At the time of suspension, the Bank's liabilities were \$19,585,000, including \$5,000,000 capital stock and \$1,000,000 reserve, while it had on hand \$100,000 in cash in addition to its general assets. Mr. Ralston's personal indebtedness was fixed at \$4,500,000. Mr. Mills and other directors raised by subscription a fund of \$7,895,000, of which Mr. Mills subscribed \$1,000,000. The Oriental Bank Corporation of London consented to protect the outstanding drafts and credits of the Bank if D. O. Mills, William Sharon and Thomas Bell would guarantee the payment of the same. This they did, and on Sept. 30, one month and five days after the suspension, the Bank resumed business. By Mr. Mills's timely and skillful management, a general financial crash on the Pacific coast was averted. After having re-established the institution on a firm and prosperous basis, Mr. Mills retired in 1878.

During his residence in California, Mr. Mills identified himself quite extensively with the business affairs of the coast, and is yet a large owner in gold, silver and quick-silver mines, land ventures and industrial enterprises. But practical engagements never so absorbed his time as to render him indifferent to the higher interests of the population of the coast. It gave him great pleasure to accept the positions of regent and treasurer of the University of California, and he endowed a professorship in that institution. He also became one of the first trustees of the Lick estate and the Lick Observatory and in other ways promoted the growth of popular taste and intelligence.

A good idea of Mr. Mills's character is given in a letter which he wrote to the board of regents of the University of California at the time of the endowment of his professorship. This letter was in part as follows :

“My interest in the institution over which you preside, and a desire to contribute to the benefit and support of good learning, prompt me to propose to you the establishing of a permanent foundation in the nature of a trust fund, of which the income shall be applied to the maintenance, in the University of California, of a professorship of Intellectual and Moral Philosophy and Civil Polity. While I propose to commit the trust to the keeping of the regents of the university and would limit it by no narrow boundaries of transient opinion, I desire to record my views as to the nature of this professorship and the character of the man who should be called upon to discharge its duties. The studies included under the general title pertain especially to man, his intellectual, moral and social being, and can never cease to hold a high place in human learning, nor to have a great influence on human welfare. In the widest and most liberal meaning, they underlie laws, manners and religion, and, in effect, form the public opinion of the world ; and their teacher should not be one who resorts to them, takes them up or incidentally adopts them, but one of philosophic spirit, who shall devote his life to this appropriate field of influence and noble labor.”

Mr. Mills gave \$75,000 to establish the professorship and recently the regents of the university announced that the fund had increased to \$100,000.

In 1880, he transferred his home and part of his capital to New York city and has ever since been a resident of the metropolis. One of his first investments was in the construction of the superb building in Broad street, known by his name, which is now the headquarters of the greatest aggregation of important corporations in New York city. A similar building has since been erected by him in San Francisco.

Mr. Mills was married Sept. 5, 1854, to Jane T., daughter of James Cunningham and their children are Ogden Mills and Elizabeth, wife of Whitelaw Reid. He has joined a number of the best clubs in the city, including the Metropolitan, Century, Union, Union League and Knickerbocker.

His benefactions are discriminating and unostentatious. The Training School for Male Nurses near Bellevue Hospital was founded by him, and his other actions for the relief of the poor are as generous as they are gracious and creditable. He is a trustee of The Metropolitan Museum of Art and The Museum of Natural History and an active and public spirited worker in many other important institutions.

GEORGE MILMINE, grain merchant, a native of Grimsby, Canada, and born Sept. 13, 1828, is a son of Alexander Milmine, a farmer, and of mingled Scotch-Irish and New England ancestry. He was educated in the public schools and left the farm in 1856 to go to Wisconsin. In 1859, he engaged in Illinois in the grain business, for which experience in agriculture and a natural aptitude for trade had fitted him. In 1861, he joined with Edward C. Bodman in establishing the firm of Milmine & Bodman, grain commission merchants at Bement, Ill. He moved to Toledo, O., in 1865, and to New York in 1885, establishing here the house of Milmine, Bodman & Co., commission merchants in the grain trade. He has been very successful and the house is one of the safest and most important at the Exchange. Mr. Milmine is a director of The Seaboard National Bank and a member of the Union League club and Ohio Society. In 1858, he married Emma Goble in Canada.

ROBERT BOWNE MINTURN, merchant, born in New York city, Nov. 16, 1805, died here Jan. 9, 1866. His grandfather William, a prominent and prosperous merchant of Newport and New York, died in the latter city in 1799, leaving a large fortune, which was lost by William Minturn, the younger, in the disasters to American shipping during the War of 1812, and the latter died in 1818, leaving the family in straitened circumstances. Robert, then only fourteen years of age, thereupon left school and gained a business training as clerk for Charles Green, meanwhile spending his evening hours in study. Mr. Green made him a partner in 1825. In 1830, Mr. Minturn joined the old firm of Fish & Grinnell, shipping merchants, which, founded in 1815, had brought fortunes to the original proprietors, who now retired, leaving the business to younger men. The old sign, then changed to Grinnell, Minturn & Co., displays the latter name on Broad street to this day.

Mr. Minturn possessed all the qualities which make a successful merchant. Upright, enterprising and capable, he extended the operations and increased the prestige of his firm, whose ships ploughed the sea in the trade to Europe and China and carried the American flag on every ocean in the world. Scores of clerks graduated from this house to become eminent merchants, and the name of Grinnell, Minturn & Co. was favorably known in every port upon the globe, to which a deep sea ship traded. Mr. Minturn was proud of his country and always felt gratified that it fell to his lot to do much to increase its reputation abroad. The esteem in which Mr. Minturn was held and his public spirit are illustrated by his appointment as the first Commissioner of Emigration in this city, his large share in founding St. Luke's Hospital, the Church of the Holy Communion, The Association for Improving the Condition of the Poor and other institutions, and his election as first president of the Union League club.

In 1835, he married Anna Mary, daughter of Judge John Lansing Wendell of Albany, and the children born to them were Robert B. Minturn, jr.; Susan Carter, wife of Thomas Charles Baring of London; John Wendell Minturn; Edith, wife of Mahlon Sands; Anna Mary, wife of the Rev. Charles Penrose Quicke of Somerset, England; Sarah, Eliza Theodora and William Minturn. Of the countless loving testimonials to his character brought out by his death, a few words from the editorial of George William Curtis in *Harper's Weekly* will serve as a type: "Gentle, just and generous; modest, humane and sagacious; honored by the most successful and prosperous, beloved by the poorest and most forgotten; his sense of responsibility growing with increasing fortune, until his devoted life was that of an humble almoner of the Divine bounty—this was the New York merchant, the American gentleman, the serene Christian, whose life was a public blessing and whose death is a universal sorrow."

JOHN GODFREY MOORE, senior member of the New York Stock Exchange firm of Moore & Schley, who gained national prominence as the plaintiff in a suit contesting the constitutionality of the Income Tax law, was born in Steuben, Washington county, Maine, July 7, 1847. His father was Capt. Henry D. Moore, a shipmaster, who spent most of his time at sea, and retired from active service, owing to severe injuries received during a storm.

Mr. Moore's preparatory education was that of the majority of youths born in the Pine Tree State, the district schools, but a few years later he enjoyed a winter at the Cherryfield Academy and another at the East Maine Conference Seminary at Bucksport. Thus equipped, he came to New York when eighteen years of age. His first employment in the city was as a clerk in the office of Thomas Mahew and Wilson Godfrey, lumber merchants, at No. 117 Wall street. There, he gathered his first experience of trade in New York, although presumably like most natives of Maine he had previously acquired some knowledge of the business. Within a year, he bettered himself by accepting a position with Bell Bro's, lumber dealers, at the foot of West 23d street, and with this firm he remained until the summer of 1868. In that year, during which he attained his majority, he started in business on his own account, at No. 96 Wall street, in the occupation in which he had served an apprenticeship. He rapidly extended his connections, and finally, in company with John O. Evans, executed several important contracts with the War Department. His constructions consisted in part of piers and breakwaters at Buffalo and Cleveland and improvements along the Delaware river from Philadelphia, Pa., to Wilmington, Del. To carry out these projects, he and his associates organized The National Dredging Co. of the city of Wilmington, Del.

In 1880, when The Western Union Telegraph Co. had apparently absorbed all its rivals, Messrs. Evans and Moore entertained the idea of constructing lines connecting the principal cities and of leasing wires to bankers and merchants during business hours and to newspapers at night. Abundant capital was forthcoming for the purpose and the projectors had soon stretched wires, connecting the cities of New York, Boston and Washington. Later, Cincinnati, Chicago, St. Paul, Kansas City and other important points in the West and Northwest were connected and the competition thus established materially reduced rates. Finally, The Western Union Telegraph Co. purchased the lines of The American Union Telegraph Co., and then Mr. Moore organized The Mutual Union Telegraph Co., the prospectus of which announced that



F. T. Moore

Geo. Moore

it would stretch wires all over the United States. From the inception of this enterprise, the work was pushed with energy and perseverance. Its construction was of the most perfect character and its lines were rapidly extended through all parts of the country. Mr. Evans as president of the company attended to its finances, while Mr. Moore had charge of the work of construction and equipment.

Before all the lines had been completed, Mr. Evans died and Mr. Moore succeeded him as president. Under his administration, the lines of The Mutual Union Co. were leased to The Western Union Telegraph Co. for ninety-nine years. Soon after the making of this compact, Mr. Moore became one of the directors of The Western Union Telegraph Co. His management of The Mutual Union brought him into prominence as a financier, and when he returned to New York on February 1, 1885, after a vacation taken to recruit his health, he became a member of the stock brokerage firm of Moore & Schley, which at once became one of the most prominent on the Stock Exchange.

In recent years, Mr. Moore has taken an active interest in railroad affairs, especially in the South. In 1886, he acquired a large interest in The Chase National Bank on Nassau street and takes an active part in its management. He is also a director in The Manhattan Trust Co.

He is a director in The Western Union Telegraph Co., and The Missouri Pacific, The Texas & Pacific, The Lake Erie & Western, The Louisville, New Albany & Chicago, The New York & New England, and The Norfolk & Southern Railroads, and The Tennessee Coal, Iron & Railroad Co., and is interested in many other industrial and manufacturing concerns and companies.

Mr. Moore owns a fine private library, is a supporter of the great public museums of the city, and extends discriminating aid to charity. Among his clubs are the Union League, Manhattan, Lotus, New York and Riding.

The courageous and determined opposition of Mr. Moore to what he considered an unconstitutional and unjust law attracted wide attention. Actuated by the principles which have guided his business career, he announced soon after the Income Tax clause had been added to the tariff bill his antagonism to the measure, and declared he would exhaust every legal means to defeat the act. His success is well known to every citizen of the United States.

JOHN PHENIX MOORE, merchant, born Dec. 28, 1799, in New York city, died Aug. 27, 1881. He was a lineal descendant of Jonathan Dayton, Speaker of the House of Representatives, 1793-97, and after that United States Senator. At the age of fourteen, the subject of this memoir was apprenticed to Benjamin Cooper, the leading gun merchant of New York city and learned the trade thoroughly. When able personally to make a good gun, he became Mr. Cooper's partner, then being twenty-three years of age, and began a prosperous career. After a few years, he separated from Mr. Cooper and conducted business alone, rising through his practical knowledge, sterling integrity and close attention to business, and leaving as successors two sons and a son-in-law, who continued under the name of John P. Moore's Sons and maintained the reputation established by the founder of the house. Mr. Moore was eminently a self-made man, and the soundness of his judgment and the fact that under no circumstances could he be influenced to depart from the strict line of integrity and impartiality caused his advice to be sought for freely. He was a firm Republican but would never take political

office. Although a man of public spirit and quite willing to undergo labor for the public good, he disliked any great notoriety. Married to Eliza Jane Vanderpoel in 1820, he was survived by his wife and three children, Hannah M. Bowron, Elizabeth M. West and George G. Moore. President for many years of The General Society of Mechanics and Tradesmen, he also served upon the School Board and as director in leading insurance companies and banks.

CHARLES MORGAN, founder of Morgan's steamship and railroad lines, a native of Killingworth, now Clinton, Conn., born April 21, 1795, died in New York city, May 8, 1878. He came from an old shipping family and illustrated by his career what may be accomplished in America with no other aid than a man's own perseverance and enterprise. His ancestor was James Morgan, a native of Wales, who settled in Massachusetts in 1636.

The subject of this memoir came in 1809 to the city of New York, where he found employment as clerk to a retail grocer. In a few years, having saved a little money by strict economy, he opened a ship chandlery and grocery store in Peck Slip. He was practical, determined and diligent, and his rise was rapid, one enterprise growing naturally out of that which had preceded it and all being successful. While a ship chandler, he began importing fruit from the West Indies and South America and became part owner in a brig in this trade and later sole owner of a line of swift sailing craft, plying between New York and the West Indies. This led him into shipping enterprises and he sent to Charleston harbor the first steamer, which ever entered that port from New York. Under his energetic management, this ship was succeeded by others, forming a regular line in the Charleston trade. In 1836, he sent the first steamer from New Orleans to Texas. His interests were then centered in steamships and he added to his fleet almost yearly, establishing a service from New Orleans to several Gulf ports. As an adjunct to his shipping interests, he founded and later became principal owner of the large machine shops, known as The Morgan Iron Works on the East River front at 9th street, for casting and making the machinery of steam vessels. During the Civil War, most of Mr. Morgan's steamers were chartered by the United States Government.

After the War, he established a line of steamers from New York to New Orleans and other ports on the Gulf and enjoyed almost a monopoly of that trade. Later, he became sole owner of The Opelousas Railroad, which he renamed as Morgan's Louisiana & Texas Railroad, and of a road from Indianola to Cuero, Texas. He dredged a ship channel in Atchafalaya Bay; built a wharf 2,500 feet long at Indianola; traded with steamers to Panama and Nicaragua; and engaged in many other enterprises subordinate to these schemes. Morgan City, La., was named in his honor. Mr. Morgan managed all these enterprises himself and gained a fortune of \$13,000,000 by brave and honest enterprise. A few weeks before his death, all his interests were merged into a corporation, named The Morgan Louisiana & Texas Steamship Co., part of the stock being distributed among his family.

While taking great enjoyment in business pursuits, his noble nature made him generous in his charities, and he gave liberally to worthy objects. He was twice married, first Dec. 20, 1817, to Emily Reeves, who died April 9, 1850, and then, June 24, 1852, to Mary Jane Sexton. His children were Charles W. and Henry Morgan, both now deceased; Mrs. Charles A. Whitney and Mrs. George W. Quintard.

DAVID PIERCE MORGAN, stock broker, born in Tecumseh, Mich., Aug. 4, 1831, died in Washington, D. C., Jan. 24, 1886. The son of Amos and Betsey Morgan, he was descended from James Morgan, the pioneer, who came from Wales in the early days of New England. His first occupation in life was school teaching. At length, finding his way to the metropolis, he entered the employment of James Hewitt & Co., merchants, in the provisions and tobacco commission trade, and, at the end of the Crimean War, made a successful trip abroad to purchase from the allied armies a large stock of supplies which had been left upon their hands. It was in Wall street, however, that Mr. Morgan made his fortune and reputation. About 1857, he joined the firm of William Fellowes & Co., prospered in this relation, retired in 1869, and about 1873, resumed business with his wife's brother as a partner, and established the stock brokerage house of D. P. Morgan & Co. In 1878, failing health forced him to abandon the excitements of Wall street. He was noted for generosity, especially to brokers, always being ready to give them orders in the market, the result being that his dealings were enormous and always promoted active trading. A large operator, it was he who, with C. J. Woerisher and Charles J. Osborn, managed the famous corner in Chicago Northwestern, in which they caught Jay Gould short and forced him to settle. To prolong his life, he went, in 1879, to Paris. The spirit of enterprise gave him no rest, however, and he became a prominent operator on the Paris Bourse, where, it is said, he was extremely successful. Mr. Morgan was adroit, active, cool and courageous, and generally labored for an advance in prices. Returning to this country in 1883, he passed his summers thereafter in Newport and his winters in Washington. He was at one time a director of The Chicago & Northwestern Railroad and long a member of the Union club. In 1858, upon Staten Island, he married Caroline, daughter of William Fellowes. Of their seven children, six are living, William Fellowes and David Percy Morgan; Mrs. Ina Morgan Kissel, Mrs. Alice Morgan Carter, and Lewis Henry and James Hewitt Morgan.

EDWIN DENISON MORGAN, War Governor of the State and a distinguished merchant, originated among the Berkshire hills in Washington township and was born on a farm, Feb. 8, 1811. He died in New York city, Feb. 14, 1883. In the eighth generation of descent from James Morgan, a native of Wales, who emigrated to Boston in 1636 and finally settled in Connecticut, Governor Morgan was a son of Jasper Morgan, a farmer. A bright and capable boy, he began life with a limited education. The lack of formal schooling never hampered Governor Morgan, however, in making his way. His strong mind craved knowledge and he gained it by observation and reading, while a tenacious memory and marked intellectual readiness placed his resources instantly at command in all situations in life. Apprenticed at the age of seventeen to his uncle, Nathan Morgan, a merchant in Hartford, Conn., as errand boy and clerk at a salary of \$50 a year, he showed energy, boldness and ability from the start. His salary was raised more than once and in 1831 he was admitted to partnership. In 1836, he came to New York city, served a short time as a clerk, and then with Morris Earle, engaged in a wholesale trade in groceries on Front street on his own account. For the first six years, he lived in Brooklyn. His firm dealt mainly with houses in Connecticut. Mr. Earle retiring a year later, Mr. Morgan went on alone. In 1843, with his cousin, George D. Morgan, and another partner, he founded the firm of E. D. Morgan & Co. While continuing the importation of general groceries for many years, he extended

his operations beyond the routine of trade, made tea, coffee and sugar a specialty, and speculated boldly but prudently in those products. Much of his time was passed in the tropics, especially in Louisiana, where he often bought the whole of the crop of a large plantation. He was successful in all his operations and made money rapidly. Cool, deliberate, patient, and energetic, of stern integrity and a man of courtly presence, he took his place among the great merchants of the city. In the latter part of his life, E. D. Morgan & Co. confined their operations mainly to banking. Mr. Morgan's fidelity to every trust led his fellow citizens to select him for various public offices. At the age of twenty-one, he became a member of the City Council of Hartford. In New York city, he was in 1849 elected Assistant Alderman, and in the same year State Senator, serving two terms, a part of the time as president *pro tem*. The bill establishing Central Park was carried through by him. Identifying himself with the Republican party upon its formation, he attended the Pittsburgh convention in 1856 as a delegate and was president of the Philadelphia convention the same year and chairman of the Republican National Committee. He was Commissioner of Emigration, 1855-58; Governor of the State of New York, 1859-62; and United States Senator, 1863-69. During the Civil War, he organized the forces of New York State and was appointed a Major General of Volunteers, Sept. 30, 1861, serving without compensation. Twice he refused a place in the cabinet of President Lincoln as Secretary of the Treasury, and although upon President Arthur's nomination he was confirmed unanimously by the Senate for the same position, he felt obliged again to decline. Governor Morgan always prided himself upon not having made money out of the War. He sat in the directorate of The United States Trust Co., The New York & Erie Railroad, The Western Union Telegraph Co., The National Bank of Commerce, and numerous other institutions. In the Union League club, of which he was a prominent member, he exerted an important influence. A Presbyterian in religious faith and exceedingly philanthropic, his time and means were employed to promote the leading institutions of his church. He served for eight years as vice president of The American Tract Society and as an incorporator, governor and, after 1877, president of The Woman's Hospital. Among the institutions which gratefully acknowledged the receipt of large gifts from him were the two named, The American Tract Society, The Union Theological Seminary, Williams College, The New York City Mission, The Presbyterian Hospital, of which he was president, and The Manhattan Eye & Ear Hospital, but there were many others to which he contributed from time to time. For Williams College, he built a dormitory and in his will gave about \$750,000 to public objects and charities. Governor Morgan married, Aug. 19, 1833, Eliza Matilda, daughter of Capt. Henry Waterman of Hartford, and was the father of Dr. Edwin D. Morgan, born Sept. 8, 1834, who died in October, 1881, leaving an only son, Edwin D. Morgan, jr.; Frederick Avery, who died at the age of three; and Gilbert Henry, Caroline Matilda, and Alfred Waterman Morgan, all of whom died in infancy.

GEORGE DENISON MORGAN, merchant, born in Hartford, Conn., March 3, 1818, died in Irvington-on-the-Hudson, June 13, 1891. He was a son of Denison Morgan, brother of Jasper and Nathan Morgan elsewhere mentioned in these pages. George joined his cousin in business in New York city and gained prominence as a partner in E. D. Morgan & Co. After accumulating a fortune, he gave his attention to charitable and missionary work. In the Civil War, he represented Gideon Welles, Secretary

of the Navy, in the purchase of vessels for the government, and by his sound judgment and abilities saved millions of dollars to the National Treasury. On Sept. 3, 1838, he married Caroline A. Hale. The children born to them were George Hale and the Rev. John Brainard Morgan; and Mary Caroline, wife of Gen. J. S. Fullerton of St. Louis. He was at one time a director of The Equitable Life Assurance Society, besides holding a similar place in several banks, life insurance companies and public institutions. A Christian, a princely merchant, philanthropic and just, he spent the last years of his life, happy in the respect of a large circle of friends.

HENRY TITUS MORGAN, stock broker, born in Lee, Mass., Oct. 18, 1816, died in New York city, Jan. 27, 1883. Coming to this city in 1836 while a young man, he engaged in business as a stock broker in Wall street, purchasing a seat in the Stock Exchange, of which he became one of the most prominent members. He dealt largely in investment securities and retired from active business in 1881 with a fortune. He expired suddenly from heart disease while in the carriage on his way home from Delmonico's. His wife passed away before him. Homer Morgan was his brother and his nearest surviving relative. A part of his fortune was left to charity.

HOMER MORGAN, real estate broker, born in West Springfield, Mass., Nov. 14, 1807, the third son of Archippus Morgan, died in New York city, April 16, 1887. His ancestor Miles Morgan was one of the pioneer settlers of Springfield under Gov. Pynchon. He began life as a clerk in the wholesale dry goods house of John Olmstead in Hartford, and in 1830 came to New York city, continuing in the dry goods business until 1834, when he engaged in banking with his brother E. M. Morgan and Morris Ketchum, the firm being known as Morgan, Ketchum & Co. After a hard struggle, the firm finally failed in 1837. In 1842, Mr Morgan engaged in real estate operations and became one of the most prominent agents and brokers in the city. He was a Christian gentleman, whose practical philanthropy brought happiness to a great many people. Several families of superannuated clergymen received their support from him. He was twice married, first in 1836 to Frances, daughter of Thomas C. Morton, by whom he had three children, none of whom survived him. Mrs. Morgan died in 1841. In 1850, he married Caroline Louise, daughter of Benjamin Ferris. Their two daughters are Alma Louise, wife of James W. Fellows and Annie Taylor Morgan.

JUNIUS SPENCER MORGAN, banker, a native of West Springfield, Mass., born April 14, 1813, died in Monte Carlo, April 8, 1890. He was a son of Joseph Morgan, farmer and early settler of Springfield and a descendant of Miles Morgan, a native of Wales, who removed to Massachusetts in 1636 and was a brother of James Morgan, from whom were descended Edwin D., Edwin B. and Charles Morgan, all conspicuous men. Educated in Hartford, Conn., Junius S. Morgan learned banking with Alfred Welles in Boston. In July, 1834, he removed to New York and joined the banking house of Morgan, Ketchum & Co. Returning to Hartford, eighteen months later, he spent seventeen prosperous years, first as a dry goods merchant in Hartford, Conn., in Howe, Mather & Co., and Mather, Morgan & Co., and next in Boston as a partner of J. M. Beebe, in Beebe, Morgan & Co., which became one of the largest houses in the United States. While in England, in 1853, Mr. Morgan accepted an invitation to join George Peabody in banking and became his partner in October, 1854. Ten years later, he succeeded Mr. Peabody in business, as J. S. Morgan & Co., and created one of the largest banking houses in the world. He married May 2, 1836, Juliet, a woman of

unusual force of character and daughter of the Rev. John Pierpont of Boston. His children were John Pierpont Morgan; Sarah Spencer, wife of George H. Morgan; Mary Lyman, wife of Walter H. Burns; Junius Spencer, who died at the age of twelve, and Juliet Pierpont. He was a generous donor to Trinity College and numerous other public institutions. Mr. Morgan was a man of distinguished appearance and broad mind, who loved the country of his birth and rendered it substantial service during the Civil War.—His son, **JOHN PIERPONT MORGAN**, born in Hartford, Conn., April 17, 1837, inherited from his parents both their purity of character and exceptional abilities and from early boyhood showed great promise. After graduating from the English High School in Boston, he took a complete course in the University of Goettingen. Returning to America at the age of twenty, he entered the bank of Duncan, Sherman & Co., in New York city, in order to obtain a thorough knowledge of banking. This house was at the time one of the most prominent in New York. In 1860, he was appointed American agent and attorney of George Peabody & Co., of London, a relation which he has since maintained with J. S. Morgan & Co. In 1864, Mr. Morgan engaged in banking on his own account in the firm of Dabney, Morgan & Co., who, confining their attention to legitimate investment securities, soon became known for conservatism, ability and success. In 1871, Mr. Morgan became junior partner in Drexel, Morgan & Co. By the death of the older members, he has now risen to the head of the greatest private bank in America. Located upon Wall street within sight of the Stock Exchange, this bank has been regarded for over twenty years as one of the most powerful influences for good in the street. Important reorganizations of railroad properties and negotiations of loans have been entrusted to the house. Mr. Morgan received a large property from his father, but his fortune had been safely established long before that time by his own exertions. He is a large investor in important enterprises and a valued director in many, including The Manhattan Railway, The Mexican Telegraph Co., The New York Central & Hudson River Railroad, The New York, Providence & Boston Railroad, The West Shore Railroad, The Western Union Telegraph Co., The Central & South American Telegraph Co., The Madison Square Garden Co. and The Manufacturing Investment Co. He has been twice married, is a man of fine presence, courteous and refined, and occupies a high position in the social world. Grand opera and every movement which will promote popular education and the fine arts are cordially supported by him and he is a valued member of the Metropolitan, Union League, Century, Union, Knickerbocker, Tuxedo, Riding, Raequet, Lawyers', Whist, Players', Seawanhaka Corinthian Yacht and the New York Yacht clubs.

GIOVANNI P. MOROSINI, stock broker and operator, is a native of the beautiful city of Venice, Italy, where he was born June 24, 1834. His father, Paul P. Morosini, came from old Venetian stock, while his mother was born in Cadore in the Carnic Alps on the extreme northeastern boundary of Italy. The young man received an education in the best civil and military training schools of the queen city of the Adriatic, graduating as a military cadet. He then became a soldier of the Italian army in Venice.

Aug. 28, 1849, after the capitulation of Venice to the Austrians, he sailed from his native city to seek his fortune in the world at large. After traveling to Greece and Turkey, he shipped at Smyrna before the mast on an American vessel, homeward bound across the Atlantic ocean, and landed in the city of Boston in 1850. The navigation of the sea engaged his time for several years, but Mr. Morosini was fitted to

play a more important part in affairs than he found scope for in the merchant marine.

In the spring of 1855, while his ship lay in the harbor of New York, Mr. Morosini dwelt during the stay in port in a sailor's boarding house. He was a youth of splendid build, great muscular strength, and a courage corresponding with both. One day, while walking along a road on Staten Island his attention was drawn to a group of boys near the curbstone, in which there were signs of an exciting struggle. He hastened to the scene and there saw a dozen or more boys beating one smaller than any of them, although the latter was making a gallant struggle against the crowd. Mr. Morosini forced his way into the melee and took the part of the victim of the assault, who was then lying on the ground. Immediately, the entire pack attacked the sailor, but the latter drew his sailor's knife, shook it menacingly, and using it as a bayonet, made a charge, which scattered the hoodlums like chaff. Mr. Morosini then helped the injured boy to his feet and accompanied him to his home. It happened that the lad was the son of Nathaniel Marsh, then secretary of The Erie Railroad. Mr. Marsh promptly sought the rescuer of his boy and offered him a sum of money in gratitude. This Mr. Morosini refused. Mr. Marsh then asked if he could be of service in any way, and Mr. Morosini replied that he was tired of the sea and would like employment in New York.

As a result, May 29, 1855, he entered the employ of The Erie railroad, Mr. Marsh having recommended him for a position as office boy. Eager to make himself useful, the handsome, dark featured young man soon endeared himself to everybody by his industry and winning manners. He was placed in the auditor's office and by strict attention to work made his way by his own efforts through the various grades, until he became chief clerk to the auditor. In 1869, the directors elected him General Auditor of the company.

While an official of the railroad company, Mr. Morosini came under the observation of Jay Gould. The keen eye of the financier noted the diligence, application and activity of Mr. Morosini, and inquiries were made concerning him; and in the end Mr. Gould gained a strong liking for him. Sept. 30, 1872, Mr. Morosini became the private secretary of Mr. Gould. Here he began to gain an insight into the gigantic operations, in which Mr. Gould was then engaged. In 1879, he was admitted to partnership by Mr. Gould and remained in that relation until they both retired from active operations, Jan. 1, 1886. In the tremendous stock transactions of that period, Mr. Morosini was in some respects more intimately identified with Mr. Gould than any other man.

It was after the big deal in Erie, the Black Friday panic and the corner in Chicago & Northwestern stock, that Mr. Morosini began to develop the remarkable business qualities which fitted him for the part Mr. Gould wished him to play in his transactions. It is a notable fact that, prior to this time, Mr. Gould had largely gained his strong position by aiding to depreciate securities he wished to buy. He now began to develop values. Mr. Morosini was actively connected with the transaction, which put Mr. Gould into control of The Western Union Telegraph Co., in 1879, when, with the assistance of The American Telegraph Co., of which Mr. Morosini was treasurer, The Western Union saw itself forced to consolidate with The American Union and The Atlantic & Pacific companies. In the combination between Mr. Gould and Cyrus Field in 1879, when the Kansas City and Wabash roads were consolidated, Mr. Morosini played an active part, as well as in the campaign which placed Mr. Gould in control of The Missouri Pacific Railroad.

The records of the Stock Exchange tell how Mr. Gould came into control of the Manhattan Elevated Railroad Company, but they do not mention the fact that Mr. Morosini was the man who carried on Mr. Gould's speculations and brought them to a successful close. To-day, Mr. Morosini is a director in The Manhattan Elevated Railroad, and he never tires of talking of the advantages of that system over all others for solving the rapid transit problem.

After Dec. 31, 1885, Mr. Morosini devoted himself to private affairs and investments, having his office at No. 71 Broadway with Washington E. Connor.

To-day, Mr. Morosini, while his locks are whitened with advancing years, shows the same sparkle in his eyes and the same flush of health on his cheek, which were there in his early days and the same aptitude for business and keen knowledge of the future of opportunities, which have been factors in his successful life. He is not tired of the busy work-day life of the metropolis, although he no longer engages in outside enterprises. He is at his desk early in the morning and gives his affairs the careful consideration, which characterized his work when he was poring over figures in the auditor's office of the Erie.

The possessor of large means, he has used them with liberality and judgment in works of philanthropy. In the fall of 1893, he endowed a free bed in the Seton Hospital at Spuyten Duyvil at a cost of \$5,000, in memory of his wife; and his daughter Julia Morosini has presented an altar at a cost of \$2,000 to the Seton Hospital chapel in memory of her mother. Although a member of the Roman Catholic faith and an attendant at the chapel in Spuyten Duyvil, he is liberal in his views and gives generously to the charities of both the Catholic and Protestant churches. His idea of happiness is to be congenially and actively employed and to be temperate in habits and enjoyments. He is a member of the American Yacht and Manhattan Athletic clubs. June 6, 1857, he was married at the Jesuit church in 16th street, to Julia Chaussee. Mrs. Morosini passed away Dec. 3, 1893. Four children have been born to them, two boys and two girls.

JOHN A. MORRIS, capitalist, a native of Jersey City, N. J., born July 29, 1836, died at his ranche, near Kerrville, Texas, May 26, 1895. He was a son of Francis Morris, treasurer of The American Telegraph Co. and the largest owner of the patent of The House Printing Telegraph Co., through which corporation he made a large fortune, spending a great part of it afterward in an effort to develop the Nicaragua canal. Graduating from Harvard College, John A. Morris began life as a chemist and in 1857 went to Texas with a fellow worker with the expectation of delivering fresh beef to the markets of the world. At one time, a resident of New Orleans, during the last thirty years or more he had been a resident of Westchester county. He spent a portion of nearly every winter in New Orleans and was one of the largest owners of the Louisiana State Lottery, during the existence of the charter. He was at one time interested in The Caffrey Central Refinery at Franklin, La., costing more than \$500,000, and in The Ashton Plantation & Manufacturing Co. Mr. Morris was a lover of fine horses and the great racetrack at Morris Park, just north of New York city, costing about \$2,000,000, was originally his enterprise. At one time he had other investments in the interest of the American turf. He joined various important clubs in New York city, including the Manhattan, Vaudeville, Country, American Yacht and Seawanhaka Corinthian Yacht and The Southern Society.

Sept. 9, 1857, he was married in London, England, to Cora Hennen of New Orleans. His children are Alfred Hennen, Frances Isabel and David Hennen Morris.

RICHARD MORTIMER, owner of realty, born in Cleckheaton, Yorkshire, England, in 1791, died in New York, May 30, 1882. His father was William Mortimer, a prominent citizen of Cleckheaton and a man of independent means. Richard Mortimer came to the United States in 1816 as the agent of his brother-in-law, William Yates, who was a manufacturer of woolen cloths, the firm being one hundred years old. In 1821, he married Miss Harriette, daughter of William A. Thompson of New Haven, Conn. Retiring from business in 1834 on account of ill-health, he went to Europe, and on his return did not re-enter business life but made a fortune by judicious investments in real estate. Among the many structures owned by him are the Mortimer Building, No 11 Wall street, which is the third house on this lot since it was bought by Mr. Mortimer; No. 935 Broadway, corner of 22d street and Fifth avenue; and No. 825 Broadway, a large granite building which for many years was his residence. He was a director of The Standard Fire Insurance Co. and The Sixth Avenue Railroad. One son, William Yates Mortimer, two grandsons, Richard and Stanley Mortimer, and one granddaughter, Marie, who married Count von Oriola of Berlin, Germany, survived him. William Yates Mortimer, who was educated in Europe, married Elisabeth Thorpe, daughter of Aaron Thorpe of Albany. He inherited the bulk of his father's estate and by clever management greatly increased his property. He died in 1891, leaving a large sum to charity, and survived by his widow and two sons, Richard Mortimer, who married Miss Eleanor Jay Chapman, grand-daughter of the late Hon. John Jay, and Stanley Mortimer, who married Miss Tissie Hall, daughter of the late Valentine Hall.

LEVI PARSONS MORTON, LL. D., banker and statesman, Vice President of the United States, 1889-93, and since Jan. 1, 1895, Governor of New York, a representative of the flower of New England manhood, was born in Shoreham, Vt., May 16, 1824, and springs from old Puritan and Green Mountain stock. The Rev. Daniel O. Morton, his worthy father, a Congregational clergyman, traced his ancestral line to George Morton, who came to this country in the good ship Ann, of famous memory, in 1623. The mother of Levi P. Morton was Lucretia Parsons, whose brother, the Rev. Levi Parsons, was well known as the first American missionary to Palestine.

The subject of this sketch grew to man's estate in a family of loving, high-minded, and intellectual people and received from his parents the careful training, which constitutes the best equipment for life a human being can receive. The lad left school early to learn an occupation, the modest income of his father making it incumbent upon the boy to lessen the burden of the family's expenses. At the age of fourteen, when other lads are usually thinking of college, the lad began life in the village store, the preparatory school in which many of the greatest merchants not only of New York but the country at large have received their primary training. His employments led him to Enfield, Mass., and for a time to Hanover, N. H., in which is located Dartmouth College, and finally having gained an experience, which his active mind had promptly utilized, he took the first stride forward in his successful career, by securing a place in a dry goods store in Concord, N. H. Here, by concentration of his attention, he soon gained a thorough knowledge of every essential detail of the dry goods trade. At twenty-one, he became a merchant on his own account in the same



Levi P. Morton

city. It was a proud moment for the young man when the sign placed over the door announced to his fellow citizens that Levi P. Morton had taken his place among the merchants of Concord. The progress of an honest, hard-working, prudent and ambitious man resembles that of a victorious army. There is no stopping anywhere along the route, except for time sufficient to gain all the advantages of a lately acquired outpost. Mr. Morton's purchases led him to Boston, and in 1849, there grew out of this an opportunity to enter the employment of James M. Beebe & Co., one of the leading dry goods houses of the metropolis of New England. Mr. Morton accepted and became so valuable at once, that, to secure his permanence with the firm, he was admitted to partnership in 1852, together with Junius S. Morgan, who subsequently joined the banking house of George Peabody & Co., London, and succeeded that firm.

From the day he started for himself, something within himself constantly impelled Mr. Morton onwards; and, in 1854, he moved to New York city and founded the wholesale dry goods commission house of Morton & Grinnell on lower Broadway. He soon managed to make his establishment well known. It was thronged with buyers from all parts of the country and for nearly ten years transacted a large business.

In 1863, Mr. Morton established an office in the financial center of the city, as L. P. Morton & Co., and engaged in banking and negotiation of investment securities. His partner was W. H. Burns and his honorable conduct soon brought around him many of the substantial men of the town, and his business gradually grew to large proportions. In 1868, George Bliss, a successful merchant in the dry goods district, entered the firm, which then assumed the name of Morton, Bliss & Co. The same year, a branch bank was opened in London, under the style of Morton, Rose & Co., the junior partner being Sir John Rose, previously Finance Minister of Canada.

From 1873 to 1884, the London house was the fiscal agent of the United States and took part in some of the largest negotiations in the history of American finance. It headed the syndicate, formed in 1871, to float a five per cent. loan of the Federal Government and aid in the resumption of specie payments, and, with Drexel, Morgan & Co., J. S. Morgan & Co., N. M. Rothschild & Sons and Jay Cooke, McCulloch & Co., successfully placed the loan, saved the Government \$70,000,000 in interest and promoted the resumption of specie payments. One transaction in which Morton, Rose & Co. joined, was the payment of the Geneva award of \$15,500,000. With another check, Morton, Rose & Co. paid \$5,500,000 for the Fishery award.

While in Wall street, Mr. Morton has never been of it, in the sense of engaging in general speculation in stocks and placing the savings of one day at the mercy of the fluctuations of the market on the next. A calm, far seeing, conservative banker, he has confined his attention to legitimate banking, the negotiation of investment securities, and those other operations in finance, which are useful to the public and tend to promote stability in affairs and the progress of the country. His success is due to a thorough knowledge of the principles of finance, an intrepid and spotless character, and a clear and sagacious mind.

In political faith, Mr. Morton has always been a Republican. His entrance to practical politics was involuntary. Late in 1876, the Republicans of the 11th District, a noted Democratic stronghold, nominated him without consultation for a seat in Congress. The time was then too short for a proper canvass of the district, and Mr. Morton was defeated, although he had the satisfaction of reducing the Democratic majority by

400 votes. In 1878, his fellow citizens of the district paid him the compliment of a renomination. This time, his popularity and an energetic canvass led to his election by a majority, which was virtually equal to the whole vote of his opponent. While Mr. Willis received 7,060 votes, 14,078 were cast for Mr. Morton; plurality, 7,018. Sent to Congress by an overwhelming vote, his record there fully justified the compliment paid him. Familiar with financial questions, sound in judgment, and terse in the expression of his views, he made an excellent record. His opinions were always listened to with respect, even by those who were arrayed against him politically. In the contest over the unlimited free coinage of silver in 1879, he made two speeches so sound, straightforward and clear, that, backed as they were by an unblemished personal character and sturdy patriotism, they established his position as a commanding authority on finance. His whole course in Congress was characterized with so much independence of judgment, moderation and tact, that he won the confidence and attachment of both sides of the House. In the social life of the capital, Mr. Morton was no less successful than in the House. He purchased the house of Samuel Hooper of Massachusetts and there spent two seasons, surrounded by the most brilliant men in public life and bestowing even greater pleasure by his cordiality and hospitality than he received.

In 1880, when the Republican national convention had nominated General Garfield for President of the United States, the Ohio delegation urged Mr. Morton to accept a nomination for the Vice Presidency. This offer, although equivalent to an election, was, however, declined. In 1881, President Garfield cordially tendered him a seat in the Cabinet as Secretary of the Navy. This offer he also declined. He did accept an appointment as Minister to France, however, and in this position certainly conferred especial honor upon his country. He removed the offices of the Legation of the greatest republic on earth from their old place and located them in a mansion, which he rented at his own expense for the purpose. Situated in a good neighborhood and presided over by a man deeply in sympathy with the French people, the Legation soon became the one place in Paris where the leaders of French politics and social life could meet upon friendly terms.

A devoted friend of the French republic, his cordial counsel to Ferry, Gambetta, De Freycinet, and others, secured their earnest attachment, while his hospitality, tact and purity of life secured the good will of the royalists. Mr. Morton desired that his official term might not only add to the prestige of his country but be productive of practical good. His efforts to secure a repeal of the prohibitory edict against the American hog were unceasing. He succeeded, but the House of Deputies subsequently insisted on a renewal of the old law. The Minister of the United States in France, if popular with the people, is in demand for a conspicuous place in patriotic and social functions. Mr. Morton was continually sought for, for services of this class. He hammered home the first nail driven in the construction of the Statue of Liberty Enlightening the World, which was the gift of the people of France to the United States; and, June 15, 1884, he publicly accepted the statue in behalf of the United States. Until the advent of Mr. Morton in Paris, the tomb of Lafayette had never been honored with a statue of that gallant friend of American Independence. Mr. Morton took a public part in the ceremonies at the unveiling of a statue at Le Puy, the birthplace of the French soldier. He was a commissioner to the Paris Electrical Exposition as well as a representative of the United States at the Submarine Cable Convention. As a Minister, Mr. Morton

certainly won golden opinions. He was extremely obliging both to Frenchmen and Americans, was graceful, dignified and cordial in social intercourse, and by his truly American faculty of adapting himself quickly to his new environment, was able to retire at the end of his term with the hearty good will of every important element in French society and politics. Such was the prestige which Mr. Morton attained and so grateful were the French for his sympathy with the struggling republic, that the municipality of Paris formally named the square upon which he had established the hotel of Legation, "Place des Etats Unis."

During this period, the degree of Doctor of Laws was conferred upon Mr. Morton by Dartmouth College in 1881, and by Middlebury College in 1882.

Upon his return to the United States in 1884, Mr. Morton resumed his desk in his banking house; but his friends continually insisted upon his return to public life and twice they made him a candidate for a seat in the United States Senate. In January, 1885, he was strongly supported in the Republican caucus in the State Legislature, the vote being William M. Evarts 51, Levi P. Morton 28, Chauncey M. Depew 3. In 1887, the vote on the first ballot was Warner Miller 43, Levi P. Morton 33, Frank Hiscock 11. In 1888, on June 25th, Mr. Morton was nominated for Vice President of the United States on the ticket with General Harrison. Upon the first ballot, he received 591 of the 825 votes cast, or 178 more than a majority. He was a quiet source of strength to the campaign; and New York, which had been carried by President Cleveland four years before, now gave a Republican majority of about 15,000. Other States were redeemed by the Republican candidates; and Harrison and Morton were triumphantly elected. As Vice President of the United States, Mr. Morton scored an unmistakable success. His rulings in the Senate, his absolute fairness toward the Democratic side of the Chamber, his calmness, poise, and moderation, not only left absolutely no ground for complaint but gained the cordial and outspoken praise of his political opponents. His retirement elicited a non-partisan expression of friendship. Feb. 16, 1893, a complimentary letter was addressed to him by the eighty-eight members of the Senate and the Sergeant-at-Arms, tendering to him a banquet at the Arlington Hotel, on the evening of Monday, Feb. 27. Mr. Morton accepted and was made the subject of much cordial and deserved eulogy at the banquet. The book, entitled "Testimonials of the United States Senators to Vice President Morton," is no doubt one of the most highly prized in his library. As if resolved to show that a politician may be a gentleman and an American above all, Mr. Morton gave a reception in honor of Vice President Stevenson upon the latter's arrival in Washington.

Mr. Morton's greatest political success, however, was his election as Governor of New York State, in 1894. While he was in Europe, the suggestion was made that Mr. Morton should be selected to lead his party in the coming campaign, which was regarded as of the utmost importance not only to the State but the country. This magnificent commonwealth had been, since 1882, under the control of an unscrupulous body of political adventurers, who had debauched its politics, mismanaged its finances, and robbed the Republican party and the people of a Legislature by political crimes meriting the righteous judgment of the State. So firmly were the Democratic authorities entrenched, however, that it was the unanimous sentiment of the Republicans in New York, that success in 1894 would depend to some extent upon the nomination for Governor. The suggestion that Mr. Morton should lead the party in 1894 met

with acquiescence. The ex-Vice President arrived from Europe Aug. 26th, and upon Aug. 31st gave to the United Press a letter, in which he announced that while not seeking the nomination he was "a soldier in the Republican army, ready to receive the commands of his fellow-citizens of like persuasion in public policy, whether those commands involve leadership or services in the ranks," and while desiring to spend the remainder of his days in retirement, yet should he be called to fill the office of chief executive of the State, he would strive "earnestly to serve the people with steadfastness of purpose and to faithfully administer a public trust." He pledged to the successful candidate in case some one else should be nominated his "heartly and unwavering support." This letter made his nomination a foregone conclusion, although other most brilliant and conspicuous Republicans of the State had been to some extent considered for the office. The convention was held and Mr. Morton nominated on the first ballot. His letter of acceptance, dated Oct. 9, 1894, revealed thorough acquaintance with the affairs of both the Nation and the State. He discussed the spoliation of cities, the imperative need of honest elections, the importance of preservation of the canal system, the condition of the highways and farming interests, freedom of worship and other cardinal Republican principles. The campaign was conducted with energy. Mr. Morton spoke on a few public occasions, did not make a single mistake, and on Nov. 6th was elected by the phenomenal plurality of 156,000, reversing a Democratic plurality of 45,518 in 1892. Mr. Morton began his service as Governor under the happiest auspices.

In 1856, Mr. Morton was married to Miss Lucy Kimball, daughter of Elijah H. Kimball and a member of an old Long Island family. Her death in 1871 was a severe blow and Mr. Morton was for a time disposed to abandon social life altogether and seek distraction in the cares of business. In 1873, he was married to Miss Annie, daughter of William I. Street, a member of one of the old families of the Island of Manhattan. This union has brought them five daughters—Edith, Laura, Helen, Alice and Mary. The estate of Fairlawn, at Newport, which had been bought in 1870, was sold, and when the William Kelly place at Rhinebeck came into the market, Mr. Morton bought "Eilerslie," and established there his home. This is a beautiful spot. The farm commands a fine view of the river and the valley and the blue summits of the mountains beyond. In the neighborhood, are located a number of the ancient manors, famous in the history of the State. Claremont, from which Chancellor Livingston first saw the pioneer steamboat of the Hudson River, slowly making its way up the stream, lies a few miles away, and other noted homes occupy eligible sites in the vicinity. The old house was removed and replaced with a modern country house built in the English renaissance style. A part of the estate is devoted to a park, surrounding the mansion, the rest is cultivated as a farm. Mr. Morton is fond of fine cattle and his Guernseys are noted throughout the country. They pasture in the meadows in the summer time and in winter are housed in a huge barn, three hundred feet in length. Their pedigrees are carefully kept and hang over their stalls in the barn. There is a flock, also, of about four thousand of feathered inhabitants of buildings devoted to their protection.

Mr. Morton has always made a worthy use of the means which have been placed at his disposal. His charities are manifold. Some of them have been conspicuous. In 1880, Congress, moved by the suffering in Ireland, placed the ship Constellation at the disposal of any one willing to send relief to that afflicted land. A few weeks after-

ward, Mr. Morton learned that no offer had been made to load the vessel. Thereupon, he addressed a letter to *The New York Herald*, in which he said: "You are authorized to announce that a gentleman known to you, who declines to have his name made public, offers to pay for one quarter of the cargo of the *Constellation* if other parties will make up the balance." At the same time, he had determined to furnish the entire cargo if there were any delay in securing other aid. The proprietor of *The Herald* and W. R. Grace contributed each one quarter and others furnished the remainder.

The people of this city will probably recall the Rockaway Beach Improvement troubles in the summer of 1880, when 500 workmen were unable to obtain their wages because of the financial ruin in which the gigantic hotel enterprise had been involved. Certificates of indebtedness were issued to the workmen, but they were useless to the men, who needed food for their wives and children. At this juncture Morton, Bliss & Co. joined the house of Drexel, Morgan & Co. and each contributed \$50,000 for the relief of the workingmen. They paid the full amount of the certificates and declined to accept any discount.

In 1885 Mr. Morton gave to Dartmouth College a house and lot near Rollins Chapel to enable the college to erect an art gallery and museum.

How thoroughly American he is in sentiment may be ascertained by a visit to Mr. Morton's home in this city. Portraits of Washington, Lafayette, Count de Rochambeau, President Arthur, and others prominently identified with American affairs hang from his walls, and his books, among which he spends much of his time, are very strong in American history. His clubs include the Union League, Union, Metropolitan, Century, Lawyers', Republican and Press. He is a member of The New England Society and by virtue of lineal descent from a soldier of Independence, of The Sons of the American Revolution.

HOPPER STRIKER MOTT, realty owner, born in New York city, April 19, 1854, and a son of the late M. Hopper Mott, an owner of realty, springs from one of the oldest families in America and is, by the inter-marriage of his ancestors with old Knickerbocker stock, allied to the Hoppers, Strikers, Schuylers, Von Slingerlandts, Van Rensselaers and Van Dorns. The pioneer of his paternal line, Adam Mott, arrived in Boston harbor in 1630, settled later in Rhode Island and in 1640 was a resident of Long Island, N. Y., where he became a Dutch citizen through taking the oath of allegiance and acquiring real property. He founded an important family, which has been conspicuous in the history of New York city for many generations. The late Dr. Valentine Mott was one of his direct descendants.

Hopper S. Mott was carefully educated, first in General Lockwood's private school in Tarrytown, the military academy in Peekskill, and Charlier's French school in New York and finally in Columbia College and the Law School, which he left on the advice of Professor Dwight, prior to graduation, on account of the death of the last previous male heir of the Mott estate and the amount of business suddenly thrown on his hands. In 1873, therefore, he entered practical affairs as manager of the family estates, having succeeded in that year, together with his brother, Alexander Hosack Mott (named for Dr. Hosack, after whom Hosack Hall is called in the New York Academy of Medicine) as tenants in common, through their uncle, Jordan Mott, to the ownership of a large part of the old Hopper farm on the northwestern part of the Island of Manhattan. The original owner of this famous tract, John Hopper, the elder, was a Hollander, who



Hopper, Wm

spelled his name Hoppe and was the great-great-grandfather of the subject of this biography. The Hopper farm extended from near Fifth avenue across the island to the Hudson River and beyond to the uplands on the New Jersey side. The property was acquired by grant from the Dutch in 1642, and confirmed by the English in 1667. Portions of the farm, dotted here and there from Sixth avenue to the river, are yet in possession of the family. This tract is famous in the annals of the city and has been in litigation so continuously that almost every lawyer is familiar with its title. The extreme western confines comprised Slauch's Meadows on the New Jersey side of the river, so called from the authenticated circumstance of the hanging of a man of that name thereon in early times. Part of these lands were sold to The New York, Ontario & Western Railroad in 1884.

The burial plot of the Hopper family occupied a part of this farm near 50th street and Ninth avenue and, as late as 1883, a heavy stone wall surrounded a small portion of the lot at the southwestern corner of these streets, about six feet above the level of the highway. The lower side of the lot was reserved for the burial of the negro slaves of the family. Slaves nursed all the children of the last generation, and the remaining ones were given their freedom by Mr. Mott's grandfather, Jordan Mott, in his will. Lately, the family remains have been removed to Trinity cemetery and the plot is now the site of an apartment house. The vaults of the Reformed Dutch Church at Bloomingdale, which the family attended, were used later. This church, built in 1816, stood on the corner of 68th street and Bloomingdale road and was demolished in 1868 to make room for the widening of Broadway into a boulevard. James Striker, one of the founders of this church, was Mr. Mott's great-grandfather, the father of Gen. Garrit H. Striker and Winifred Mott and his homestead was at Striker's Bay, a portion of the mansion yet standing at 96th street and Riverside Drive.

The Mott homestead, built in 1796, on the site of private fishing and bathing houses, stands on a spot which has always been known as Mott's Point, a rocky promontory jutting out into the Hudson River, the upland covered with old forest trees. The mansion is large, rambling and low studded. A beam runs in the old-fashioned way below the ceiling across the drawing-rooms from the main hallway, almost low enough to touch one's head. The west wall of the cellar is hewn from the solid rock and forms the foundation for that portion of the house above. The mansion is reached from Eleventh avenue by means of Mott's lane, once a shaded and graveled way, leading through a wide gate to the grounds. The season of 1895 is expected to witness the destruction of this old landmark, the city authorities having ordered that West 54th street, in the centre of which it is located, shall be opened, assessments having already been levied therefor. Mr. Mott's ancestors occupied the homestead continuously till 1884, when the growth and character of the neighborhood suggested the desirability of a change. The possessors of this old mansion and grounds kept them in the finest condition known to the art of the times down to within fifteen years of the present date. Scores of antique pieces of porcelain, furniture and silver, and a multitude of family portraits, books, and parchments, adorned this old mansion, and the hospitable Dutch customs of the olden time were observed as late as the last generation. The family always kept open house for the tenantry on New Year's Day. In later years, and until the homestead was abandoned, Christmas was substituted for the annual celebration and a tree provided for the entertainment of the tenants' chil-





Jordan L. Wood

engraved by J. H. & C. G. Smith, N.Y.

dren. The family treasured, among other things, a tablecloth, which was reserved for honored guests and was a gift of gratitude to Mrs. Anne Mott, great-grandmother of Hopper S. Mott, from British soldiers confined in the old sugarhouse, lately destroyed, in return for food and care bestowed upon them during imprisonment. Mrs. Mott was in the habit of calling upon the prisoners with Mrs. Brevoort and other women charitably inclined. In the grounds, stood hundreds of fruit trees selected by Mrs. Winifred Mott at Ward's Island and planted under her supervision.

In the thirties, 55th street was opened through the Hopper farm and in 1848, a dock, called Mott's Dock, was built to the northeast of the homestead. On account of the rocky approach thereto, a bulkhead with some two hundred feet front was constructed by Garrit S. Mott, an uncle, in 1852, and the land filled in up to high water mark. The ownership of riparian rights in front of the mansion formed the subject of a controversy for four years, begun by the Mayor, Aldermen and Commonalty of the city of New York, who brought an action in 1888 against Mr. Mott and others to eject them therefrom. This proved one of the hardest fought cases in the experience of the city in its efforts to acquire the water front of the island and was eventually compromised.

Mr. Mott gives his attention to the management and improvement of a large property, which he directs from an office on Eleventh avenue, situated on a portion of the original farm. His time has been fully occupied to the exclusion of outside business matters, and he has never felt like assuming other responsibilities, although often importuned to do so. He is a competent, clear-headed and progressive business man and cultivated gentleman, and his personal qualities and social nature have gained for him admission to the Union League, Metropolitan, St. Nicholas, Country, Lawyers' and Psi Upsilon clubs and The Holland Society. In 1875, he was married to May, the only child of Dr. Edwin S. Lenox, of this city. Dr. Lenox died Jan. 7, 1895. They have one son living, Hopper Lenox Mott, who was born April 28, 1876, and represents the eighth generation of the name in this country.

JORDAN LAWRENCE MOTT, first of the name, manufacturer, born in Manhasset on Long Island, Oct. 12, 1798, died in the city of New York, May 8, 1866. The family of which he was a distinguished member is now a large one in America and has given birth to many men, who have played their part with ability in affairs. The founder was Adam Mott, a native of England, who, born in 1580, emigrated to the new world, settling in Boston in 1636. He qualified as a freeman in Hingham in 1637, and thence moved to Newtown on Long Island, N. Y., and later to Hempstead, which became the seat of the family. At the time of the conquest of New Amsterdam by the English in 1664, he had attained consequence and served as a member of the commission which arranged for the transfer of the Dutch possessions to the English government. At his death in 1686, he left a wife, Sarah, and six children, John, Adam, Joseph, Elizabeth, Nathaniel and Mary, who established several branches of the family.

Adam, son of the foregoing, was born in England in 1629, and came to America with his father. He was twice married, first to Phebe, whose maiden name is unknown, and then to Elizabeth Richbell. He was blessed with fourteen children: Adam, James, Charles, John, Joseph, Gershom; Elizabeth, wife of Henry Goder; Henry, Grace, Richbell, Ann, William, Mary, and Hannah, wife of John Seaman. The third son, Charles, founded the Rockland county family of Motts, while William was the ancestor of Dr. Valentine Mott, famous in after years as a surgeon in New York city. James

has many descendants in Westchester county. Joseph was probably the father of Joseph Mott of Dutchess county, who owned a farm on the patent of Nine Partners, a village famous as the site of a school conducted by the Society of Friends and for inhabitants who ardently sustained the cause of Independence in the Revolution.

Jacob Mott, son of Joseph, son of the second Adam, named above, was born Aug. 9, 1714, and died Oct. 6, 1805. He remained upon Long Island, married Abigail Jackson, and was the parent of eleven children, Joseph, Samuel, Jackson, Isaac, Miriam, who died in childhood; Ruth, wife of Jordan Lawrence and after his death of Stephen Coles; Samuel I., Jacob, Miriam, wife of Benjamin Birdsall; Richard and Joseph.

The eighth child of the family last named was Jacob Mott, born June 30, 1756, who died Aug. 16, 1823. A resident of Long Island during his early life, he married Deborah, daughter of Dr. William Lawrence, whose ancestor, John Lawrence, was one of the commissioners to arrange the boundaries of New Amsterdam in 1664. By this union, Mr. Mott became connected with a family, who have always been conspicuous as land proprietors on Long Island and have given to New York city many successful merchants and members of the legal profession. Removing from his native village of Hempstead to New York city in early life, Mr. Mott engaged in the grocery trade here and for a long period was prominent and highly respected as a merchant and citizen. An interest in municipal politics led to his election as Alderman of the 7th Ward, 1804-1810. He served as president of the Board when De Witt Clinton was Mayor and at one time was Deputy Mayor of New York. The city authorities paid him the honor of giving his name to Mott street. He rose to affluence by his own honest efforts but toward the end of his life met with heavy losses. Five children were born to him: William L. Mott, born Jan. 16, 1777, who married Dorothy Scudder; Richard L. Mott, born June 6, 1782, who married Elizabeth Deal; Jacob L. Mott, born Sept. 13, 1784, who married Hannah Riker and settled in Tarrytown, rising to prominence as a preacher of the Society of Friends; Jordan L. Mott; and Mary, wife of Ezekiel G. Smith.

Jordan L. Mott, the subject of this sketch, was born during a temporary residence of the family at Manhasset on Long Island, whither they had repaired in consequence of a prevalence of yellow fever in the city of New York. During his youth, the prosperity of the family enabled him to receive an excellent education and to indulge in a gratification of the constructive temperament with which nature had endowed him. He made many experiments with mechanical apparatus, and at the age of fifteen he had already invented a machine for weaving tape, which was successfully introduced into operation. His father's affairs having been thrown into confusion by business losses, Jordan was confronted at the age of twenty-two with the necessity of contributing not only to his own support but that of the family. He began his business career in New York city, in 1820, as a grocer, but after 1829, for the remainder of his life, he devoted his attention to iron founding and invention. At that period, the old-fashioned baking ovens attached to open fire places were being supplanted by iron cooking and heating stoves, in which wood was used for fuel. Upon the discovery of anthracite coal in Pennsylvania, Mr. Mott foresaw the adaptability of the new fuel to household purposes and invented the first cooking stove ever known, in which coal could be burned for cooking purposes, and thereupon began to manufacture them in this city. While this invention was followed by important financial advantages to the enterprising inventor, yet the blessings bestowed by it upon the community at large in promoting

the comfort and convenience of households were inestimable and entitled Mr. Mott to rank as one of the benefactors of his age.

Stove castings were at that time made at blast furnaces in Pennsylvania. They were rough to the touch and clumsy in appearance. Mr. Mott's highly refined mind rebelled at the crudeness of the early cooking stoves and bent itself to the task of improvement. A cupola furnace was built in the rear of his store on Water street and here special attention was paid to the smoothness of the castings and the beauty of the designs. The furnace was a small one, capable of melting a ton or two at a blast, and while absurdly small in comparison with the later works, this little old foundry was the foundation of the extensive industry and world wide trade, to which Mr. Mott subsequently gave his name.

The success of the Mott cooking stoves finally compelled a radical step for the enlargement of manufacturing facilities, and Mr. Mott purchased a tract of land in the southwest corner of the old manor of Morrisania on the Harlem River, adjoining the Harlem Bridge at Third avenue. At this place, then far north of the city, he built a new and larger foundry. The buildings were at first of wood and were twice burned to the ground. Each time they were rebuilt on a larger scale. Mr. Mott's promptness and energy were illustrated at the time of the second fire. While the firemen were yet fighting the flames at one end of the building, Mr. Mott, whose determined mind moved rapidly and who would not quietly submit to a serious interruption of his business, organized a party of workmen, and before the flames had been subdued he set them to work laying the foundation of a new building at the other end of the old structure. Business was resumed within nine days. In later years, all the edifices at the works were reconstructed in the most substantial manner. Mott Haven, his shipping point on the Harlem River, received its name from him.

The village of Morrisania, while in part the outgrowth of Mr. Mott's foundries, was also the product of his own foresight and specific efforts. Perceiving the fact that New York city would eventually extend as far as the Harlem river and beyond, Mr. Mott formed an association with Col. Nicholas McGraw and Charles W. Houghton, who entered into an agreement with Gouverneur Morris for the purchase of a tract of 200 acres of land, situated on the ancestral domain of the Morris family, the price being fixed at \$175 per acre. The tract comprised lots No. 16 to No. 23, both inclusive, "as laid down on a map of Morrisania made by John Randall in 1816." This property was laid out in streets and city lots, and the latter were transferred to settlers and workmen by deed direct from Gouverneur Morris. The village of Morrisania thus established is now almost indistinguishable from the thickly settled section of the city, comprising the 23d Ward, which surrounds it.

Mr. Mott had the good fortune to live to witness the entire success of the industry created by him. The foundries rose to be among the largest of their class in the United States. His cooking stoves found their way into hundreds of thousands of American homes and freighted ships to all parts of the civilized world. From first to last, he took out more than fifty patents for his own inventions, and his familiarity with the law relating to new inventions led President Buchanan to tender him the position of Commissioner of Patents. This honorable office he declined in order to devote his time to his own affairs. He was, however, a man of public spirit. Among his acts was the building and presentation to the congregation of the Reformed Dutch church in Mott Haven.

Mr. Mott's wife, Mary W. Smith, was born Sept. 6, 1801, and died Dec. 24, 1838. She was a woman of superior mind and great nobility of character. They had two children, Mary J., wife of Matthew Dyckman Van Doran, and Jordan L. Mott. His old homestead, built in the early days in Mott Haven at the corner of Third avenue and 134th street, is yet in possession of his son.

JORDAN LAWRENCE MOTT, jr., as he long called himself, was born in New York city, Nov. 10, 1829. Owing to the death of his mother, while he was nine years old, the lad was sent away to school, first at Irying Institute in Tarrytown and later in the University of the City of New York. He knew little of a mother's care and perhaps on this account gained early in life the self reliance which has always been a marked trait of his character. While greatly interested in his studies, a distraction occurred in 1849, after the discovery of gold in California.

Mr. Mott, then not twenty years of age, wrote to his father, who was in Washington, asking permission to seek his fortune on the Pacific coast, whither so many other young men were flocking with high hopes. The senior Mott did not lose his character as a kind and indulgent father by being practical and shrewd in his judgments, and he sent to his son a pithy reply, which made a strong impression on his mind. He said: "You can have the privations and profits of a miner's life without going to California. You shall live in a tent in my garden, without seeing any of your friends or relatives and holding no communications with them except by mail and at long intervals; you shall do your own cooking and washing and mending. You will be deprived of all that makes your life now enjoyable, and in return I will pay you the average wages of a miner, about fifteen dollars a day; or, you can remain at home in possession of the comforts you enjoy, with the prospect of succeeding to the business I have established."

The argument proved unanswerable and the recipient of the letter then tranquilly finished his education. In 1849, when he left college, Mr. Mott entered the office of his father and applied himself there to preparation for the responsibilities, which were in time to be placed upon him. For four years, he served as a clerk and in 1853, when The J. L. Mott Iron Works were incorporated, he was taken into the business and has remained identified with it to the present day. In 1866, he succeeded to the management. Long and faithful attention to every detail and a progressive and inventive mind have enabled Mr. Mott to expand the business enormously. He has added to the works a brass foundry, which operates many lathes, consumes large amounts of copper and other metals and now occupies as large an area as that devoted to iron founding. The enameling of ironware is also a new branch, added since Mr. Mott came into control, having been introduced about 1870. A large factory employing several hundred men is now engaged in this especial enterprise. In addition to stoves, the works produce a large variety of ornamental fixtures for fireplaces and use in houses, and the trade has extended to every part of the United States and almost to every land under the sun occupied by civilized man. Mr. Mott is now the proprietor of the largest manufactory of its class in the United States, which gives honest employment to a large force of skilled workmen and disburses enormous sums of money for supplies. The two tons of iron per day, which were melted in 1853, have grown to seventy tons a day. Besides being president of The J. L. Mott Iron Works, Mr. Mott is now president of The Stax Foundry Co., The North American Iron Works, and

The North River Bridge Co., the latter organized to bridge the Hudson river, and vice president of The New River Mining Co., in Virginia. He is also director of The Central Gas Co., and The Forty-second Street & Grand Street Railroad.

In politics a Democrat, he was honored with an election as Presidential Elector on the Democratic ticket in 1876, and cast a direct vote for Samuel J. Tilden as President of the United States. He served as Elector also for his party in 1888. While too much occupied with the management of the works to spare much time for municipal affairs, he nevertheless accepted an election as Alderman for the 23d and 24th Wards in 1879, and served as president of the Board, acting Mayor during the illness of Mayor Cooper, and a member of the Board of Apportionment. He retired from the Board of Aldermen amid the regrets of his associates and bearing a flattering testimonial signed by every member of the Board. He also served as one of the trustees of the village of Morrisania before annexation to the city and as president of the Board of Survey, appointed by the State Legislature to survey and map the territory now embraced in what is called the annexed district in the northern part of the municipality. Having been appointed a member of the Rapid Transit Commission by Mayor Wickham, he took an active part in the proceedings under which the present rapid transit roads were chartered and built.

An upright, sterling and vigorous man, he is greatly respected in this city and is prominent in social life and a member of the New York, New York Yacht, American Yacht, Engineers' and Fulton clubs. Of the latter, composed mainly of men in the metal and kindred trades in New York, he has been president.

In 1853, he married Marianna, daughter of James V. Seaman of Westchester. Their children are Marie M., wife of Charles F. MacLean; Jordan L. Mott, jr., who married Katharine Jerome, daughter of Fay Purdy of Sodus Point, N. Y., whose son Jordan L., is fourth of the name; and Augustus W. Mott. The family dwell on upper Fifth avenue, near the Harlem river.

VALENTINE MOTT, M. D., surgeon, born at Glen Cove, L. I., Aug. 20, 1785, died at his home in New York city, April 26, 1865. His father, Dr. Henry Mott, was for many years a practicing physician in New York city. The son graduated from Columbia College in 1806, and then spent some time in Europe increasing his knowledge. In 1809, when twenty-four years of age, he was called to the chair of surgery at Columbia College and remained there until 1813. In 1826, with several others, he established Rutgers Medical College and about 1830 began to give most of his time to lectures and instruction. His position as a surgeon was second to none of his day and earned from the renowned Sir Astley Cooper this eulogium: "He has performed more of the great operations than any man living or that ever did live." Dr. Mott was the author of several works of great value to science and his profession, and his investments in real estate brought him a fortune.

WILLIAM HENRY MUNN, lawyer, born in New York city, June 2, 1802, died here June 25, 1878. He came from Connecticut stock and his father, Stephen Bull Munn, who removed to this city early in life, rose to prominence as a merchant and real estate speculator and left to his family a fortune large for the times. Part of the Loubat property, south of the St. Nicholas Hotel, was one of the Munn farms. William H. Munn studied law with John Jay, engaged in practice, and cared for his father's large estate at the office, 503 Broadway, for many years. After the death of his father,

he retired from practice to manage his own property. He was a stockholder in The Chemical Bank and lived at 24 West 26th street. By his marriage with Mary Wells in this city, he became the father of William and Russell Munn, both deceased, William H. Munn, M. D., James Tredwell, Mary, Effie, Emily, Alice and Cora Munn.—His son, **WILLIAM HENRY MUNN, M. D.**, a well-known physician of this city, was born Feb. 22, 1843. While attending school and college, he spent the hours not devoted to study in his father's real estate office. Having graduated in 1868 with a diploma, he entered upon the practice of medicine and has followed his profession to the present time. He is a diligent student and investigator and by his experiments and success in practice has made for himself an excellent position. Dr. Munn has never taken any part in politics and is not a club man, but is absorbed in his profession and is only seen in public in the County Medical Society. He has one child, Rebecca.

JOSE MARIA MUNOZ, merchant, born in Panama, Nov. 1, 1833, died in New York city, Oct. 4, 1893. His father was a Spanish general, serving in South and Central America, and his mother a woman prominent in the Roman Catholic Church in Panama. Educated in Kingston, Jamaica, Mr. Munoz began life as clerk in a dry goods house in Panama. When the gold fever broke out in 1849, he repaired to the California mines and prospected with success. In 1860, he removed to New York city, and with José J. Ribon established at 157 Water street, the South American commission firm of Ribon & Muñoz. Later, they occupied premises on Pine street. When the senior partner retired in 1875, Mr. Munoz admitted his confidential clerk, Mr. de la Espriella to partnership, and the house has borne the name of Munoz & Espriella since that date. They handled large quantities of coffee, hides, rubber, cochineal, and cocoa nuts, and exported hardware, provisions, machinery and flour. Both partners ranked as excellent merchants and courteous gentlemen, and were highly esteemed. Since 1878, the office has been at 59-61 Liberty street. Mr. Munoz was Consul General of Costa Rica and Bolivia for a time, and a member of the Union, Down Town and Coney Island Jockey clubs. Oct 15, 1861, he married Leontine Celeste, daughter of Ferdinand Thieriot, importer of watches in Maiden Lane. He had no children. Since the death of both partners, the house has been continued by their respective wives under the old name.

NORMAN LESLIE MUNRO, publisher, a native of Millbrook, Pictou county, N. S., born in April, 1842, died in New York city, Feb. 24, 1894. The son of a farmer, he aspired to a more ambitious life than agriculture afforded, and came to New York city in 1864, a strong, rugged, clear headed young man, with a few hundred dollars in money, to fight the battle of life alone. Employed by a publishing house in this city in a small capacity, he learned the business with wonderful rapidity, mastered every essential detail, and in 1873, had the courage to embark at his own risk, on William street, in the publication of *The New York Family Story Paper*, inspired by the success of Robert Bonner and Street & Smith. The paper was bright and attractive and, being placed upon the newstands, gained buyers from the start, and in less than two years was a financial success. Mr. Munro then moved to a building on Beekman street, and started other story papers, lost his plant by fire in 1876, resumed business with characteristic energy, and in a new location on Vandewater street soon had new presses busily at work striking off hundreds of thousands of copies of his various papers. *The Family Story Paper* was undoubtedly his greatest success, gaining a sale of 325,000 copies a week. He had other publications, however, including *Boys of New York*, *Our*

Boys, Golden Hours, and Munro's Library. He was an immense advertiser, spending often about \$350,000 a year. Prosperity enabled him to construct a large building, devoted mainly to a great publishing business. He also owned the Boston flats on West 59th street, the Norma apartment houses at 82d street and Park avenue, and, in Brooklyn, the Berkeley and Grosvenor flats, 109-117 Montague street, the Clermont avenue rink and a large livery and boarding stable. Mr. Munro loved the salt sea, and grew during his later years enthusiastic on the subject of yachting. It was his ambition to own the swiftest boat in the world. The *Norma*, a 150 foot steam yacht, notable in her day, was his first. Then followed successively those famous productions of the Herreshoffs, the *Now Then*, the *Henrietta*, the *Say When*, the *Norwood*, the *Vamoose*, and the launch *So So*. Mr. Munro was married in July, 1879, to Henrietta E., daughter of Henry Hume. Their children are Henry and Norma L. Munro.

COL. KENNETH MACKENZIE MURCHISON, merchant, born Feb. 18, 1831, was educated at the University of North Carolina in the class of 1853. The early part of his life was spent near Fayetteville and business pursuits did not claim his attention until just before the Civil War. After the secession of the South, Mr. Murchison joined the 8th N. C. Inf. as second lieutenant. He happened to be absent when his regiment was captured by the Federal forces during the early part of the War, and he then raised a company in Cumberland county for the 54th N. C. With this regiment, he saw a great deal of active duty in the Virginia campaign and took part in many hard fought battles, rising to the rank of Colonel and the command of the regiment. After the War, he came to New York city and here engaged in business, founding, in 1866, the present firm of Murchison & Co., merchants of cotton and naval stores, and carrying on at the same time a large business in Wilmington, N. C., under the name of Williams & Murchison. Although a resident of New York, Colonel Murchison has many interests in Wilmington, among other things having recently erected a large hotel, the Orton, a model of beauty and convenience. He also owns the Orton rice plantation, of 9,000 acres, near Wilmington, an historic spot, the plantation having been the site of St. Phillip's church, built in 1735 and the first ever erected by the English in North Carolina. The place has been improved to such an extent that to-day it is one of the most beautiful spots in the State and is a typical Southern homestead. Colonel Murchison's hunting preserve of 20,000 acres near Asheville, N. C., embraces Mt. Mitchell, the highest point east of the Rocky Mountains and is celebrated for the excellence and abundance of its deer and trout. The Colonel is a member of The Southern Society.

THEODORE WALTER MYERS, for six years Comptroller of the city and county of New York, has spent his whole business life in the field of finance. A banker and broker in Wall street, keen, shrewd, the possessor of business talent of a high order, he has had the good fortune to win the respect of the community as much by probity of character and the value of his public services as by his success in business.

He was born in this city Jan. 11, 1844, the son of Lawrence Myers, a successful merchant, who previous to his death in 1874, had long been recognized as a leading spirit in commercial circles. Theodore prepared for college in private schools in this city and in France and Germany, but was prevented by ill health from taking a college course. At the outbreak of the War, although a Democrat, he espoused the cause of the Union. He became a captain in the 3d Regiment of the Sickles brigade and was

connected with the City Guard for many years. Later, he became a captain in the 9th Regiment, one of the crack military organizations of the city.

In 1864, Mr. Myers secured a position in the house of Polhemus & Jackson, bankers and brokers. He made himself acquainted with all the details of business in Wall street, and then engaged in business on his own account in Camblos & Myers. The firm were quite successful, but several years later, Mr. Myers carried on the business in his own name. He was also for several years a special partner in the firm of M. E. De Rivas & Co.

To secure needed recreation, Mr. Myers traveled in Europe, for a year or two, and then, in 1884, organized the bank of Theodore W. Myers & Co., of which he has ever since been the head. This firm has met with a remarkable success. It has always transacted a large commission business, with branches in Philadelphia and Chicago. It became known early in its career as a conservative, trustworthy and honorable house.

Mr. Myers first took an active part in politics in 1884. In that year, he organized a Cleveland campaign club among the Democrats of the Stock Exchange and was the leader in arranging for a great open-air rally in Wall street at the steps of the Sub-Treasury. He aided to secure the interest of the business men of New York city in Mr. Cleveland's candidacy for President and the great parade of business men and political clubs of that year which, in part, grew out of his work, was the master stroke of an exciting and hotly contested campaign.

In May, 1887, Mr. Myers was appointed a Park Commissioner of this city and was elected by his associates treasurer of the board. In the fall of the same year, he was elected Comptroller of the city by 45,000 plurality, receiving the largest vote of any man on the ticket of the United Democracy. He was re-elected in 1890, having been nominated by all the leading parties on account of his honest record and personal popularity, and he received 207,011 votes out of a total of 213,199 cast. The services of Mr. Myers to the city in this important position were great. He faithfully guarded the interests of the taxpayers and his excellent judgment and scrupulous honor won the general commendation. It may be said to his credit, that his political opponents have been as frank in recognizing his entire fidelity to the interests of the city as have his own party associates. A notable incident was his negotiation of a loan of \$14,000,000 for the city at 2 1-2 per cent. interest. This was the first loan ever made by any municipal government at that low rate.

He was married in 1870, to Miss Hart, a grand-daughter of Bernard Hart, a prominent merchant of fifty years ago, one of the founders of the Stock Exchange and an original member of The Tontine Society. They have one son, George Lawrence Myers, a graduate of Columbia College.

Mr. Myers is a man of refinement, a lover of the fine arts, social in nature and exceedingly well liked. He is a member of the Manhattan, Reform, Democratic, New York, Rockaway Hunting, New York Athletic and New York Yacht clubs and of many musical societies, as well as a member of the Geographical and Historical societies.

N.

BENJAMIN NATHAN, stock broker, who died by the hands of an unknown assassin, July 29, 1870, at the age of fifty-seven, was of Hebrew descent and well known in business circles. Entering Wall street early in life and transacting business for many clients, he began later to operate on his own account, and, although seldom, if ever, a leader in the market, managed gradually to accumulate a fortune. One of the founders of the Stock Exchange, a large, fine looking man, keen in judgment, honest and shrewd, he was the center of a large circle of very warm friends. Through investment and executive ability, he became a director of The Chicago & Northwestern Railroad and several insurance companies and was also the holder of many shares in The Ninth Avenue Railroad Co. About 1860, he practically retired from active business, although retaining an office in Wall street. Mr. Nathan was connected with several of the leading Jewish families of the city and noted for his generosity toward the institutions of his race. He made a large contribution toward the erection of the new Mount Sinai Hospital and presided over its board of directors. The death of Mr. Nathan remains one of the unsolved mysteries of the metropolis. The tragedy occurred at night at his house in West 23d street, where he was living alone temporarily, his family being at their summer home in Morristown, N. J.

ELKAN NAUMBURG, banker and broker, born in Treuchtlinger, Germany, Jan. 1, 1835, is a son of Wolf Naumburg, a well known Hebrew clergyman of that place. Educated in the common schools at home, Elkan began active business life as a clerk in Baltimore, Md, in 1850, having come to this country at the age of fifteen. In 1856, on his twenty-first birthday, he was admitted to partnership in the highly respectable firm of his employers, Simon Frank & Co. In 1863, he removed to New York to become resident buyer for the firm and in 1868 aided to organize the firm of Stadler & Co., clothing merchants. Here he soon made his mark as a cool, keen and successful business man. In 1876, the firm of Naumburg, Kraus, Lauer & Co. succeeded to the business, Mr. Naumburg remaining the senior partner and an active member until 1893, when Mr. Lauer and he retired from the firm, forming a new partnership, Jan. 1, 1893, for a banking and brokerage business, making commercial paper a specialty. He is part owner of the old store at 657-659 Broadway and of other realty, senior director in The National Citizens' Bank and a member of the Chamber of Commerce. In 1866, he married Bertha, daughter of Gottlieb Wehle, and their children are Walter W. and George Washington Naumburg, the latter having been born July 4, 1876. He is a member of the Reform, Harmonie and Insurance clubs and of various charities and originated, in 1890, by a handsome subscription, the pension fund for retired musicians of the Philharmonic Society, of which he is honorary member.

DAVID LEOPOLD NEWBORG, clothing manufacturer, born Feb. 19, 1834, in Oberndorf, Wurtemberg, is of Hebrew descent. First a clerk for his father at home, he came to America in 1851, made his pioneer venture as a merchant in the West, and in 1862, sold his Western trade and removed to New York to engage in the manufacture of clothing. In 1874, he admitted his brother Joseph to partnership under the name of D. L. Newborg & Bro. Their management being characterized by prudence

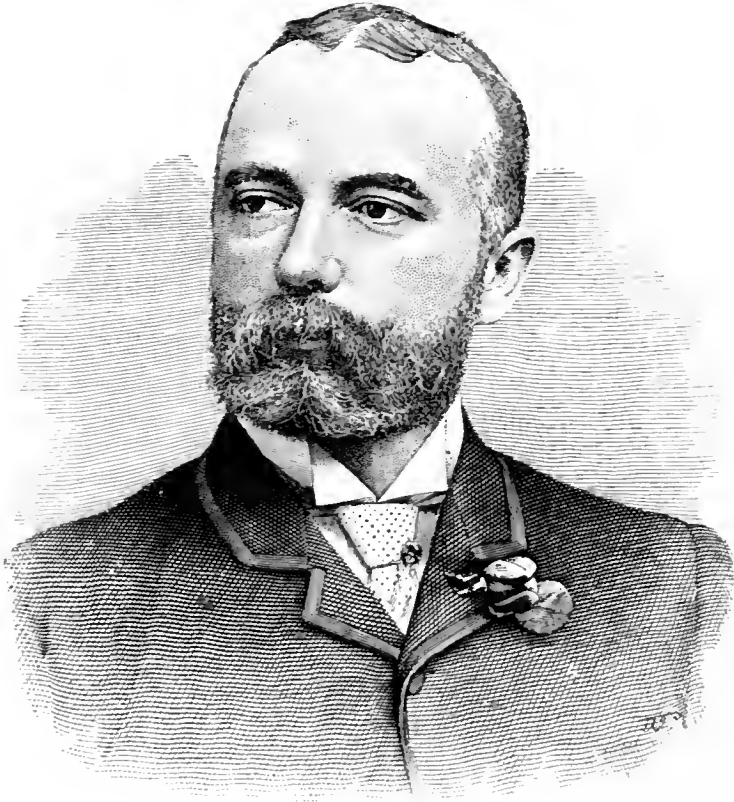
and sagacity, the firm prospered to a remarkable degree. In 1882, Joseph L. Newborg, a son of the senior partner, became a partner, the firm then adopting the title of David L. Newborg & Son. A close, shrewd, careful merchant, Mr. Newborg has continued to increase his property both from current profits and wise investment. He is identified with Temple Emanu-El and various charities. In 1861, he married Caroline, daughter of Samuel Cole. The children born to them have been Bertha, wife of Ansell B. Falk; Matilda, wife of Henry Leerburger; Addie, wife of Samuel G. Hess; Joseph L. Newborg; Rosalie, wife of Charles Schwartz; Hilda, Leo and Sidney Newborg.

HORATIO VICTOR NEWCOMB, railroad president and banker, is one of the group of vigorous spirits who have come to the metropolis from the Southern States during the last fifteen years and identified themselves prominently with financial affairs. Born in Louisville, Ky., July 26, 1844, he springs from New England ancestry, being, through the line of his father, Horatio D. Newcomb, a descendant of Hezekiah Newcomb and Jerusha Bradford, who were married Nov. 4, 1716, the latter being a daughter of Thomas Bradford and great-granddaughter of Major William Bradford, who came to America in the good ship Mayflower in 1620 and for many years ruled the Plymouth colony as its governor. Through the line of his mother, Cornelia Washington Read, Mr. Newcomb is collaterally descended from George Washington, the father of his country. The Newcomb family traces its line back through the history of America and England as far as 1189. In Kentucky, it has always belonged to the ruling class in the South, being conspicuous both in public affairs and business enterprises.

Victor received an excellent education, beginning in schools at home and continued in England and France. From his books, he brought an active mind and earnest nature into the counting room of the firm of H. D. Newcomb & Bro., commission merchants in Louisville, Ky., and, when fitted for the responsibilities of a career, became a partner in Warren, Newcomb & Co. in New York city. He proved a bright, competent and active business man, and his firm, which subsequently took the name of Newcomb, Buchanan & Co., at Louisville, enjoyed a large trade and a prosperous career while he was at the head of it.

Horatio D. Newcomb, father of the subject of this sketch, is remembered as one of the most enterprising of the residents of Louisville, being largely engaged in Southern trade, the operation of steamboats on the rivers, the management of a large possession in land and, as president of the corporation, in the direction of The Louisville & Nashville Railroad. Upon the death of the senior Newcomb, Aug. 24, 1874, Victor entered upon a short but extremely successful career as a railroad man. Having been elected a director of the railroad company, a little later he became vice president and then president. To the development of The Louisville & Nashville Railroad as a property, the new officer devoted a vast amount of labor and untiring energy and contributed largely to make the system the great property it is to-day.

Upon his resignation in 1880, a series of extremely complimentary resolutions were adopted by the directors of the corporation, some of whom were older railroad men than he, who attributed to his foresight, energy and progressive spirit, the great growth and prosperity of the Louisville & Nashville system. Mr. Newcomb was the youngest executive officer of a railroad during his time and bore the title of the "boy president."



A. Victor. Newcomb

The best evidence of the estimation in which he was held and the great services which he rendered to The Louisville & Nashville Railroad, may be found in a series of resolutions passed by the board of directors upon his retirement in 1880, of which the following are extracts:

"Mr. H. Victor Newcomb having, for reasons relating to his personal health, tendered his resignation as president of this Board, the Directors cannot permit the occasion to pass without an expression of regret at the loss of his valuable services as the head of this company. The name of Mr. Newcomb is intimately associated with the origin, the subsequent growth and the rapid development of The Louisville & Nashville Railroad. His father, H. D. Newcomb, was one of its founders. From the organization of the company to the day of his death in 1874, he was continuously in its services in the capacities, successively, of director, vice-president and president.

"In 1874, upon the death of his father, H. Victor Newcomb was elected a director to succeed his father, later vice-president of the company and then president. When Dr. Standiford became president, he was an active member of the board of directors and an efficient adviser and coadjutor of the president. During the incumbency of Dr. Standiford, the services and exertions of Mr. Newcomb were invaluable to the company toward the acquisition of the additional lines of road, which have supplemented and completed the great Louisville & Nashville Railroad system. The continuation of the line by the way of Montgomery and Mobile to New Orleans and the establishment of the Southern terminal stations of the road upon the Gulf of Mexico at Mobile and upon the Mississippi levee in New Orleans, was his special project, and its successful accomplishment was substantially the result of his sagacity and energy.

"The accomplishment upon a solid and substantial basis of close and friendly relation with The Nashville & Chattanooga Railroad company, was also specially the result of his intelligent exertions, resulting in great mutual advantage to both companies. His short career as president has been a triumph probably without precedent in the railroad's history. Whereupon,

"*Resolved*, That we accept with regret the resignation of H. Victor Newcomb as president of this Board; and upon his termination of our official relations with him, made necessary by causes beyond his or our control, we most cheerfully bear testimony to his ability and fidelity in the discharge of his laborious duties and responsibilities as chief officer of this company. To his acknowledged wisdom and foresight and to the courage of his convictions, the stockholders of the company are substantially indebted for the late valuable additions to the property of the company, resulting in the perfection of the present great railway system of The Louisville & Nashville Railroad Company; and he is entitled to and receives the hearty thanks of the stockholders and of this Board for his kindness and manly bearing toward us, his associates, officially and personally. We render to him our kindest wishes for all the future."

In 1880, Mr. Newcomb removed to New York city and organized The United States National Bank, of which the stockholders elected him president. In this institution, he was associated with Gen. Ulysses S. Grant, Morris K. Jesup, William R. Travers, Col. John J. McCook, and other well-known men. Within fourteen months from the time this bank had opened its doors, the deposits had grown to \$7,000,000, an achievement the like of which had never been heard of before. He was, it is believed, the youngest bank president in the United States; and whatever may be said of the

subsequent history of the institution, it is a fact that while Mr. Newcomb held the position of president, the bank never sustained a single loss.

Mr. Newcomb has been at times a large and active operator in Wall street. He began dealing in stocks before he left Louisville and became conspicuous for the brilliancy of his manoeuvres. He thought quickly, acted without hesitation, and generally succeeded in his ventures. The manner in which he developed the value of the stock of The Louisville & Nashville Railroad was the subject of much flattering comment.

As a director in The New York & West Shore Railroad at its organization, Mr. Newcomb was an active factor in the construction of that line.

Dec. 26, 1866, he was married in Louisville to Florence Ward Danforth. Two children have been born to them, Herman Danforth Newcomb, and Edith, wife of Reginald Henshaw Ward, formerly of Boston. The family dwell in a handsome house at 683 Fifth avenue and have figured prominently in the social life of the city. The introduction of their daughter Edith to society was the occasion of a brilliant function. Mr. Newcomb is a member of the Union, Tuxedo, New York Athletic, Suburban, Driving, Riding and other clubs, and an active supporter of every public spirited and philanthropic enterprise which commends itself to his judgment.

ADAM NORRIE, merchant, one of the oldest, best known and most thoroughly esteemed of New York's citizens, born in Aberdeen, Scotland, died in this city, June 6, 1882, in his eighty-seventh year. Beginning life in the manufacture of iron in Sweden, he came to New York in 1820 to investigate the iron trade of this country. The visit decided him to remain and he entered the firm of Boorman, Johnson & Co., large merchants of Swedish iron. The firm carried on the business with great success. Mr. Norrie retired in 1875. After the year named, corporations and lands occupied his principal attention. He was one of the original stockholders in the canal between Lakes Michigan and Superior and a promoter and large stockholder of The Milwaukee, Lake Shore & Western Railroad. He was also vice president of The Bank for Savings in Bleecker street, a director of The Bank of Commerce from its organization, a director of The Royal Insurance Co., one of the founders of St. Luke's Hospital and for ten years president of St. Andrew's Society. In 1872, he succeeded John David Wolfe as senior warden of Grace Church, having previously succeeded George Barclay as junior warden. Mr. Norrie presented one of the most conspicuous examples of commercial integrity of his day. An even-tempered, pleasant and considerate man, liberal but not ostentatious in his charities, in every way a Christian gentleman, he left a host of friends and no enemies. His wife died about 1872. Four children survived him, Gordon, Ann Margaret Van Horne, Mary Van Horne and Julia Clarkson Norrie.

ECKSTEIN NORTON, banker, born in Russellville, Ky., Dec. 16, 1831, died in New Brighton, S. I., Jan. 12, 1893. When twenty years of age, Mr. Norton had charge of a store in his native place. Four years later, he went to Cairo, Ills., and engaged in the forwarding of freight for The Illinois Central Railroad along the Mississippi and Ohio Rivers, under contract, and in 1857, formed, with his brother, W. F. Norton, the banking firm of Norton & Bro's in Paducah, Ky. He arrived in New York in 1864 and established the bank of Norton, Slaughter & Co., making a specialty of attention to railroad enterprises. He reorganized The New Orleans & Ohio Railroad in 1870, and consolidated it with The Mississippi Railroad under the name of The Paducah & Memphis Railroad. his connection with the line continuing until 1881.

In 1884, he interested himself in The Louisville & Nashville Railroad and infused so much energy into its affairs that he was elected president. When he resigned in 1891, he formed the firm of Eckstein Norton & Co., for the benefit of his oldest son, who took the active management. He always signed his name "Ex. Norton." In his later years, his time was divided between his New York house, 811 Fifth avenue and his country home on Staten Island. Mr. Norton felt a great interest in the prosperity of Staten Island and was one of the group of prominent New Yorkers, who maintained handsome residences there before Lenox and Newport had risen to their present popularity. He was a member of The Southern Society and the Chamber of Commerce; and a director of The Mexican National Railroad, The Louisville & Nashville Railroad, The Chesapeake & Ohio Railroad, The Kentucky Central Railroad, The Bank of the State of New York, The Mechanics' National Bank, The Manhattan Trust Co. and The First National Bank of New Brighton, S. I. While a young man, Mr. Norton attended the Baptist Church but later in life joined the Brighton Heights Reformed Presbyterian Church on Staten Island. He succeeded George William Curtis as president of the Smith Infirmary on Staten Island and gave largely to its support. In 1864, he married Miss Lucy Peyton Moore at Hopkinsville, Ky., who survived him with six children, William P., Eckstein and George F. Norton, Elizabeth, wife of A. J. Outerbridge, Lucy M. and Mary H. Norton.

JOHN NORTON, shipping merchant, born in Eastport, Me., died in Brooklyn, Oct. 30, 1890, at the age of seventy-three. Eastport is an ancient shipping town and Mr. Norton grew up in the field of maritime enterprise. He came to New York about 1840, and after thirty-years with Russell & Norton, merchants in the West India trade, took his sons into partnership under the name of John Norton & Sons. During the next twenty years, they ranked as one of the largest and best known houses in the shipping trade to southern and tropical ports. Mr. Norton was twice married, and left a son and four daughters.

JULIUS MILO NOYES, banker, born in Morrisville, Vt., March 25, 1827, died in this city, May 22, 1889. He was a direct descendant of the Rev. James Noyes, who emigrated from Wiltshire, England, to New England, in 1634. Receiving a good education and graduating from the University of Vermont, Mr. Noyes began business life as a clerk in a country store in Burlington. He next obtained a situation in Plattsburgh, New York, and rose to be cashier and president of The Mercantile Bank of that city. In 1866, he came to New York and entered the banking firm of Harriot, Parker & Co., at No. 19 New street, who in 1870, were succeeded by Harriot & Noyes. In 1872, Mr. Noyes joined the Stock Exchange. In 1884, the house was reorganized as J. M. Noyes & Co., and retains the name to the present time. May 23, 1849, Mr. Noyes was married in Burlington, Vt., to Cornelia, daughter of Nathan B. Haswell. Of his five children, the two now living are Charles P. Noyes, at present sole partner in J. M. Noyes & Co., and Mrs. Harriet N. Andrews. Mr. Noyes was fond of business life, abstained entirely from the strife of politics, and joined few if any clubs, and in his chosen occupation was a successful man.

O.

THOMAS FLETCHER OAKES, railroad president, born in Boston, July 16, 1843, came from old New England stock, his father, Francis Garaux Oakes, being a shipmaster, and his grandfather, Daniel Oakes, a soldier of the American Revolution. Educated in Boston, and well trained for an active career, he secured a position as clerk to the contractors engaged in the construction of The Kansas Pacific Railroad, and in June, 1863, entered the service of this corporation as purchasing agent in St. Louis. Having won the confidence of the officers of the road by conspicuous energy and ability, they advanced him through the positions of assistant treasurer, general freight agent and vice president to that of general superintendent. During this period, his home was in St. Louis and Kansas City. In April, 1879, he became general superintendent of The Kansas City, Fort Scott & Gulf and The Kansas City, Lawrence & Southern Railroads, but was called in May, 1880, to the responsible post of vice-president and general manager of The Oregon Railway & Navigation Co., with headquarters in Portland, Ore. A year later, he identified himself with The Northern Pacific Railroad, was elected vice-president, and in November, 1883, general manager in addition. In 1888, Mr. Oakes became president of The Northern Pacific Railroad, and continued as such until October, 1893, when having been made one of the receivers of the corporation, he retired from the presidency. His executive ability has been of great service to this important system. Mr. Oakes is a hard worker and a thoroughly trained and competent railroad man. He is a trustee of The Manhattan Life Insurance Co. of this city. In 1864, he married Abby R., daughter of Henry Haskell, and their children are Grace, Zillah, Georgiana and Prescott Oakes. Mr. Oakes resides at Mamaroneck, but is a member of the Metropolitan, Union League, New York Yacht and Riding clubs, and a life member of The American Geographical Society.

JOHN O'BRIEN, banker, now, in 1895, seventy-nine years old, is a native of New York city and a son of William O'Brien, insurance adjuster, who, born in Dublin, was a direct descendant of the Earl of Inchiquin, known in history as a lieutenant in the Irish Rebellion, his estate being confiscated in consequence of his services and £100 offered for his head. John O'Brien being placed at the outset of his career in The Manhattan Co's Bank, as a clerk, rose through intermediate grades to be assistant cashier. In 1844, he purchased a seat in the Stock Exchange and after that, with his brother, William O'Brien, was exceedingly successful in a brokerage and investment business. The brothers conducted their business affairs with the same affectionate unity which always characterized their other relations, and were long known in Wall street as "The Twins." After the death of William in 1885, John continued the business under the old name of W. & J. O'Brien. For many years, the inseparable brothers lived together on the north side of Madison Square in New York, their house being their only club, but after the death of William, John O'Brien married and now spends most of his time in Newport at his villa, Inchiquin, named after the family estate. He has been treasurer of The Second Avenue Railroad and has always taken an active interest in charitable undertakings. He was one of the founders of the New York Catholic Protectory in Westchester and is treasurer of the Foundling and St. Vincent Hospitals.

WILLIAM O'BRIEN, banker, born in New York city, died at his home in town Jan. 2, 1885, in his seventy-fourth year. Trained to the field of finance in The Mechanics' Bank, which he entered about 1835, as clerk, then as teller and assistant cashier, he then, in 1842, with his brothers, John, Robert, Charles and Joseph, started in banking on his own account. After the death of Charles in 1855, the other brothers continued together until 1864, when Robert and Joseph withdrew to start a separate banking house. The old firm then took the name of William & John O'Brien and is so known to-day. The firm transacted a large business, particularly among Roman Catholics. William O'Brien was esteemed as a man of good judgment, strict honesty and undoubted ability. He was a chosen friend of Cardinal McCloskey and a member of St. Ann's Roman Catholic Church, besides being interested in a number of other churches. For many years, his office was a favorite headquarters for financial news and many writers for the daily press looked to this firm for information. Mr. O'Brien never married and left the bulk of his possessions to his brother John.

DANIEL O'DAY, manufacturer, born Feb. 6, 1844, is a native of Ireland and came to this country when an infant. His father, Michael O'Day, came to this country in 1845. Daniel secured an education at the public schools of Buffalo, N. Y., and, when twenty years of age, went to the oil regions in Pennsylvania and obtained a position in the oil transportation business. In 1873-74, Mr. O'Day began constructing pipe lines in the producing regions. The first one was from Emlenton, Venango county, Pa., to the producing fields of Clarion county and was known as the American Transfer line. After that, he built other lines. By consolidation with other interests, the American Transfer lines became merged into the United Pipe lines system, and the latter is in operation to-day as the gathering system of The National Transit Co. The latter corporation was organized about 1883 and now owns a network of trunk and local lines, extending over a large part of the country. Of this company, Mr. O'Day has been vice-president since 1888. As the projector and senior partner in The Oil City Boiler Works, an exceedingly successful enterprise in Oil City, Mr. O'Day has added largely to his property. In 1888, he organized and became president of The Northwestern Ohio National Gas Co., having a capital of \$6,000,000, and owning oil wells, gas lands and gas lines. He is also president of The People's Bank of Buffalo and director of a number of other banks, including The Seaboard National of this city and several in Buffalo and Oil City. Mr. O'Day is respected for his ability as an executive officer and as a safe and sagacious business man. He lives at No. 128 West 72d street in this city and is a member of the Engineers', Manhattan and Lotus clubs here, the Buffalo club of Buffalo, the Duquesne club of Pittsburgh and other social organizations.

JOSEPH JOHN O'DONOHUE, merchant, and Chamberlain of the city of New York, was born at No. 40 Peck Slip in this city, Jan. 8, 1834. He is the son of John O'Donohue, an Irish gentleman, who, well educated and a man of strong mind, resolved during his young manhood to leave his native land and seek his fortune in the free republic across the sea, whither so large a number of his countrymen had gone before him and where many of them were doing well. John O'Donohue located in New York city, established a grocery and ship chandlery store on Peck Slip, and, after the fashion of the old-time merchants, lived over the store. Enterprise and native force of character made him successful. He finally gave up the retail branch of his business, confined himself to the wholesale trade, and rose to prominence and the general good-will



Joseph G. ...

as a merchant. In 1858, with his son Joseph and other associates he organized The Long Island Ferry Co., whose boats plied between Williamsburgh and New York city and became so effective in their rivalry with The Brooklyn Ferry Co., owned by the late George Law, that in 1864, the two companies consolidated as The New York & Brooklyn Ferry Co., Mr. O'Donohue retaining a large interest in the new corporation. By his marriage, he gained the companionship of a gracious woman of superior mind. Her kindness to the poor in the Eastern District of Brooklyn is yet remembered affectionately. To this worthy couple were born several children.

Joseph J. O'Donohue, the third son, entered upon an active career at the unusually early age of ten, as boy and clerk in his father's store. He did not, however, suspend his studies entirely, an arrangement being made whereby his brother James and he should attend the store on alternate days and go to school in the intervals. The senior O'Donohue gave his boys a thorough training in business and made them understand the paramount value of time both in work and study. As a result, they all became competent merchants. Joseph and James were admitted to partnership before they were twenty-one years of age, their father then adopting the firm name of John O'Donohue & Sons. Another son, Peter, became a partner in 1861 and John and Thomas were admitted in 1868. After their father's death in 1868, a reverent respect for their father's memory impelled the survivors to adopt the firm name of John O'Donohue's Sons. The store, originally on Peck Slip, had meanwhile been transferred to No. 239 Front street. Nov. 1, 1889, Joseph J. O'Donohue withdrew and, with Atherton Foster as a partner, resumed the importation of coffee and tea at No. 101 Front street. After 1882, his firm was known as Joseph J. O'Donohue & Son. They conducted numerous branch houses in different parts of the country and a large trade. In 1889, Mr. O'Donohue retired, leaving the practical management in the hands of his sons, Joseph J. O'Donohue, jr., and Thomas J. O'Donohue. His commercial record, extending now over a full half century of incessant activity, has never been marred by failure or dishonor. On the contrary, his story is that of a progressive, judicious, upright and successful merchant.

Reared in Williamsburgh, across the East river, Mr. O'Donohue identified himself closely at an early day with the affairs of that part of the present city of Brooklyn, and although he has made his home in New York city since 1869, he has retained his interest in Brooklyn down to the present time. When he became president of The New York & Brooklyn Ferry Co., he conferred great benefits on the public of the two cities by the energy and intelligence of his management. He has built eleven new and handsome boats, enlarged the ferry houses and other facilities, reduced the fares and taken many other steps of an equally progressive character. The 23d street line is Mr. O'Donohue's especial pride. His labors have given a great impulse to the growth of Williamsburgh. He was a member of the old fire department of that community and interested in every movement for the welfare of the city.

When a successful merchant enters politics, he is always warmly welcomed, his character and abilities giving to his neighbors the assurance that, so far as he can affect the administration of affairs, it will be in the direction of good government. Mr. O'Donohue has always been a Democrat, and while yet a resident of Brooklyn displayed considerable activity in the politics of the city and State. He was honored for eleven years in succession with election as delegate to the Democratic State convention from

Kings county. At one time, he served as vice president of the Democratic General Committee of that county. During the War, he espoused the cause of the Union. Although fitted by character and abilities for public place, he has refused various tenders of office.

Upon his removal to New York city in 1869, the Democrats of the city gained a valued accession to their ranks and they promptly made him a member of the Tammany General Committee and in 1871 tendered him the Mayorality of the city, which, however, he declined. The iniquities of the Tweed ring offended Mr. O'Donohue seriously, and he not only resigned from the General Committee but joined the Committee of Seventy, appointed at a mass meeting in Cooper Union, and took an active part in the overthrow of the corrupt ring, which had plundered the metropolis and dominated the Democratic party for several years to its great injury. After Tweed and his associates had been swept out of Tammany Hall, Mr. O'Donohue again became, in 1874, a member of the General Committee from his district, the 19th. He is a liberal contributor to the legitimate campaign expenses of his party and his influence has always been thrown in favor of clean government. In 1874, Mayor Wickham appointed him one of the Park Commissioners of the city, and he served with credit for two years but resigned in 1876, to become a Presidential elector. He was an especially earnest supporter of President Cleveland in the campaigns of 1884 and 1888, and, during the famous parade of merchants of the Democratic faith in 1884, which revealed that New York city would probably go heavily Democratic in the following election, as it did, Mr. O'Donohue displayed his loyalty by marching at the head of the column for several hours in a pouring rain without even the protection of an umbrella. Even his sturdy constitution was not proof against the exposures of that famous day, and he was obliged to spend some time in foreign travel for the sake of his health. President Cleveland felt under obligations to Mr. O'Donohue for his services in these campaigns and, after reinauguration in 1893, tendered to him the position of Assistant Treasurer of the United States in New York city, but the offer was courteously declined.

It was through Mr. O'Donohue's instrumentality, that the hospitals and orphan asylums of New York city were exempted from water taxation by legislative enactment. For this measure, he contended for six years. At his request, the exemption was first provided for by the Aldermen of the city, who passed a resolution to that effect, but Mayor Cooper vetoed the measure. Mr. O'Donohue then appealed to the Legislature, and after prolonged effort secured the law which was signed by Governor Hill. In April, 1893, he was appointed Chamberlain of the city by Mayor Gilroy.

Mr. O'Donohue has numerous interests not connected with the import trade. In 1883, he joined a syndicate which bought the stock of Daniel Drew in The People's Line of steamboats to Albany, and has since been a large stockholder and director in that concern. He is one of the founders and ex-vice president of the new Coffee Exchange, a member of the Chamber of Commerce and Board of Trade & Transportation, a director of The Twenty-third Street Ferry, The New Jersey Steamboat Co., The Williamsburgh City Fire Insurance Co. and the Evergreen and Calvary cemeteries, and president of The Monmouth County, N. J., Horse Association.

The cause of charity has always enlisted his interest and his contributions to worthy objects and individuals are creditable. For many years he has been a trustee of the Roman Catholic Orphan Asylum, St Patrick's Cathedral, The Little Sisters of the Poor, The Foundling Asylum and other institutions.

Sept 7, 1858, he married Teresa M. J. Riley, daughter of Peter Riley. Of their seven children, the survivors are Joseph J. O'Donohue, jr., and Thomas J. O'Donohue, who now carry on their father's business.

Mr. O'Donohue has been a member of over sixty clubs, including the Manhattan, Reform, Down Town, New York Yacht, Democratic, Travelers', Catholic, New York Athletic, Hardware, New York Jockey and Brooklyn Jockey.

HERMANN OELRICHS, shipping merchant, born in Baltimore, Md., June 8, 1850, is a son of Henry Oelrichs, a merchant of German descent, long prominent in Baltimore, who removed with his family to New York while Hermann was a boy. The elder Oelrichs was a shipping merchant and agent for the North German Lloyd steamships. Under his careful guidance, his son received a thorough education, which he completed in Germany. In 1871, the son took his place in Oelrichs & Co's office, being admitted as a partner in 1875. The young man was conspicuous for athletic strength and superb physique, which in his case were accompanied by a mind of equally virile power. Since 1887, when Gustav Schwab retired, Mr. Oelrichs has been the head of the house, the firm remaining American agents of the North German Lloyd line. Mr. Oelrichs is a stockholder in The Madison Square Garden Co. and a man of untiring energy and resource. He retains a fondness for athletic exercises and is conspicuous as a boxer, fencer, polo player and swimmer, in which latter pastime he probably has few rivals in America among either amateurs or professionals. In 1890, he married Theresa Alice, a daughter of the late Senator James G. Fair, of Nevada, one of the "bonanza kings" of the Pacific coast. They have had one child, Hermann. Mr. Oelrichs was for a time prominent in politics, being a member of the Democratic National Committee for New York but resigning for personal and independent reasons. He has been pressed repeatedly to accept a nomination for the Mayoralty of the city and was obliged in 1888 to publish a card enforcing his refusal. Much of his time is spent at Newport or on the Pacific coast, but his name appears as an active member on the rolls of about twenty New York clubs, including the Metropolitan, Manhattan, New York, Players', Lawyers', Seawanhaka Corinthian Yacht, Racquet, Union, and Liederkrantz.

WILLIAM BUTLER OGDEN, railroad president, born in Walton, Delaware county, N. Y., June 15, 1805, died at the Villa Boscobel, near High Bridge, New York city, Aug. 3, 1877. He was a descendant of the Ogdens of New Jersey, conspicuous in the early history of the State. Intended for the law, his father's sudden death, when William was sixteen years of age, threw upon him the management of his father's estate and he became a business man. At the age of twenty-one, he entered a mercantile firm, became prominent in Delaware county, and in 1834 was elected to the State Legislature, where he helped pass a bill for the construction of The New York & Erie Railroad. Shortly after this, he removed to Chicago and in 1835 established a land and trust agency there. In that city, his energetic influence was so widely felt that, in 1837, he was elected its first Mayor. Although, in 1860, elected to a seat in the Illinois State Senate, he never took much pleasure in politics and frequently declined suggestions of office. Mr. Ogden permeated the West with his activity. He owned at Peshtigo, Wis., the largest lumber mills in the world at that time. His real estate transactions were also extensive. He aided to bring mowing and reaping machinery into general use and it was at his suggestion that the first reaper was sent to the

London exhibition in 1851. He was president of the national railroad convention held in Philadelphia in 1850, with reference to a transcontinental line and served as first president of The Union Pacific Railroad and president of The Galena & Chicago Union, The Chicago & Fond du Lac, The Chicago & Northwestern, The Illinois & Wisconsin and The Buffalo & Mississippi Railroads, besides being connected with numerous other enterprises and taking part in the organization of The Northern Pacific Railroad Co. He was first president of the trustees of Rush Medical College and a member or trustee of the Theological Seminary of the Northwest, The Historical Society of Chicago, the Academy of Sciences, the Astronomical Society, the University of Chicago and the Chicago Women's Home. In 1854-55, he visited Europe and his observation of the canals of Holland led him to become an advocate of the Sturgeon Bay and Lake Michigan Ship Canal. He had large interests in real estate in Chicago, and in the great fire of 1871, his capacious house, in which many great public works had been planned, with much other property, was destroyed. At this same time, his lumber mills at Peshtigo were destroyed by fire, involving a loss of \$1,500,000. He immediately rebuilt the mills. Mr. Ogden was a Democrat of the Madisonian school, but never a partisan. During the war, his sympathies were on the side of the Union. For many years, he traveled between New York and Chicago, making the former city his home in 1866. He was a personal friend of Governors Dix and Tilden and associated in business enterprises with ex-Comptroller Andrew H. Green, who is an executor of his estate, and was one of the first to advocate and at a large expenditure promote an underground system of rapid transit for this city. In 1875, he married Marianna, daughter of John Arnot, of Elmira, N. Y. They had no children. Mr. Ogden's great fortune was left to his wife, the members of his family, and charitable organizations.

FREDERIC P. OLCOTT, banker and broker, born in Albany, N. Y., in 1841, is a son of Thomas H. Olcott, a prominent citizen and president of The Mechanics' & Farmers' Bank of Albany for many years. His mother was Caroline Pepoon. Frederic's early education was secured at the Albany Academy. At the age of sixteen, he entered his father's bank as a clerk, later carried on a lumber business in Albany, and then became connected with the house of Blake Bro's & Co. in New York city, and Phelps, Stokes & Co., at one time serving the State of New York as Comptroller at Albany. In 1884, he became president of The Central Trust Co., of this city. In this position, he has displayed excellent ability. Mr. Olcott is highly esteemed and is a man of many interests, being a director of The New York, Chicago & St. Louis Railroad, The Bank of America, The Sixth Avenue Street Railroad, and The Union Bank. He was married in 1862 and has two children. Among his clubs are the Union League, Riding, New York Yacht, Down Town and Metropolitan.

HUGH O'NEILL, merchant, proprietor of a large and successful dry goods and millinery emporium, was born near Belfast, Ireland, in Newtownards, County Down, July 15, 1844. His family moved to America when he was fourteen years of age. Here he attended the old Grove street school at night and spent his days in the employment of his brother Henry, who had founded a dry goods business in 1837. Faithful to every duty and attentive to details, he was admitted to partnership by his brother in H. O'Neill & Co. in 1867. The senior partner retired in 1879 and Mr. O'Neill went on under the old name as head of the house. Every buyer who entered

his doors was treated with courtesy and attention, and in a short time, Mr. O'Neill found himself in the enjoyment of a growing trade, which in three years' time was too large for the original store at 905 Broadway. In 1870, he selected an eligible site at No. 325 Sixth avenue and removed to the new location. Originally limited to the sale of millinery, his trade was soon extended by the addition of lace and other departments, one after another, until, after repeated enlargements, the original store had grown to an enormous mercantile establishment, occupying several buildings and employing a force of 2,500 people. Mr. O'Neill is at the store early every day and is one of the last to leave at night. The system of collecting for goods on delivery originated with Mr. O'Neill. His trade is no longer confined to the metropolis alone but now extends to all the suburbs and beyond. He is the father of three children, Hugh O'Neill, jr., now at school, and two daughters, and is a man of handsome presence, with a strong physique, heavy iron gray hair and beard, blue eyes, and cordial manner.

GEORGE OPDYKE, banker, a native of Kingwood, Hunterdon county, N. J., born Dec. 7, 1805, died in New York city, June 12, 1880. He was descended from one of the old Dutch families of New York, his ancestor, Louris Jansen op Dyke, having owned residences in Albany, Flatbush and New York under the Dutch Government of New Netherlands. The family settled in New Jersey later. George began life on a farm and taught district school for a while. At the age of twenty, he went to Cleveland, O., then a frontier trading post, to open a general store and thence removed to New Orleans to engage in the wholesale clothing business. In 1832, he transferred his enterprise to New York and, in 1850, began the importation of dry goods, in which he continued until 1867, when he withdrew. In company with his sons and others, he then started the banking house of George Opdyke & Co. The business prospered rapidly and was in the full tide of success when the panic of 1873 came on. At this time, they were fiscal agents of The New York & Oswego Midland and St. Louis & South-eastern Railroads, and had placed most of the bonds of these and other railroad lines, aggregating more than 1,000 miles in length. Owing to depreciation of values, later, Mr. Opdyke voluntarily sacrificed, for the sake of the bondholders, \$2,000,000 in additional advances to these companies. Yet such was his ability that he weathered the storm as he had the panics of 1837 and 1857. His later business was very successful. Mr. Opdyke retired a few months before his death with a large fortune. For nearly twenty years, he took an active part in politics. In his younger days, he was a Democrat but opposed to slavery and became a candidate of the Free Soil party for Congress and later for United States Senator, but was defeated. In 1858, he was elected to the Assembly from New York city. In 1859, he ran for Mayor on the Republican ticket but was defeated by Fernando Wood. As a delegate to the national Republican convention at Chicago in 1860, he became instrumental in securing the nomination of Abraham Lincoln and was active in the ensuing campaign. After election, President Lincoln offered him the Collectorship of the Port of New York, which, however, he declined. He was elected Mayor of New York the following year and did much to aid the recruiting of troops. While he was Mayor, the city became alarmed at a report that the Confederate ram Merrimac was about to raid the harbor of New York. Mayor Opdyke promptly called a meeting of prominent men at his house, where it was resolved to load a large vessel with stone and, on the appearance of the ram, to sink it in the narrowest part of the ship channel. The vessel was prepared and towed to the spot chosen, while

a steamer cruised off Sandy Hook to give notice of the approach of the Merrimac. Fortunately, the emergency never came. Mr. Opdyke was Mayor at the time of the draft riots in 1863, and was in danger of violence or assassination. He was urged to leave the city but firmly refused to do so and remained to preserve order. In 1868, he served as delegate at large to the Constitutional Convention and was a Constitutional Commissioner, 1872-73. A great student of national finance and political economy, Mr. Opdyke wrote numerous excellent essays and articles on these subjects. In 1829, he married Elizabeth H. Stryker, a descendant of the old Knickerbockers. Six children were born to them, Emeline O., wife of Edward C. Strobell; Mary Elizabeth, wife of George W. Farlee; William S., Charles W., George F. and Henry B. Opdyke.

ALEXANDER ECTOR ORR, merchant, is a native of Strabane, County Tyrone, Ireland, and a descendant of the clan McGregor. Born March 2, 1831, and at first intended for the service of The East India Co., an injury to his foot disabled him for several years and changed his plans. A visit to the United States by way of Wilmington, N. C., in 1850, so captivated him, that in 1851, he removed to this country, settled in New York city and obtained a clerkship with William Ralph Post, shipping and commission merchant. Later, he served in the office of Wallace & Wicks, and in 1858, entered that of David Dows & Co. His success then became merely a question of time. In 1861, the firm made him a partner and in the enormous commission trade of David Dows & Co., in cereals and other products, he soon rose to fortune. He has always been active in the affairs of the Produce Exchange, several times both director and president, and one of those whose zealous labors resulted in building the present magnificent home of the Exchange. It was he, who, with H. O. Armour, Franklin Edson and others, perfected the Produce Exchange Gratuity system and he has been for years chairman of the Arbitration Committee. He is a director of numerous banks, insurance companies, railroads, etc., a member of the Chamber of Commerce, the Down Town, City, Hamilton, Atlantic Yacht and other clubs, and the promoter of almost every important public institution in Brooklyn, where he lives. In 1856, he married Juliet Buckingham, daughter of Ammi Dows, and in 1872, after her death, Margaret Shippen, daughter of Nicholas Luquer. His three children are Jane Dows, Mary Moore and Juliet Ector Orr.

CHARLES J. OSBORN, stock broker, originated in Quogue, L. I., and died in New York city, Nov. 11, 1885, less than fifty years of age. His first experience was in the leather trade as clerk and later as partner of Israel Corse in the "Swamp." He entered Wall street about 1865, and, as member of the Gold Board, made his fortune in the great speculations of that time. In 1869, he formed a partnership with Addison Cammack, as Osborn & Cammack, and operated on an enormous scale in gold for Jay Gould. The firm were Mr. Gould's most trusted brokers, their transactions amounting to hundreds of millions. This partnership terminated in 1872. Mr. Osborn then formed the firm of C. J. Osborn & Co., of which John W. George and Edwin S. Chapin were general and Jay Gould special partners. They passed through the panic of 1873 successfully. In 1883 Mr. Osborn retired, and was at the time of his death a special partner in the firm of E. S. Chapin & Co. Thereafter, he devoted some time to the settlement of the affairs of the broken Wall Street Bank, as receiver, saving enough from the wreck to pay the depositors in full and giving his services without recompense. He was a member of the Stock Exchange 1869-83, serving on the governing committee

at one time, and was also a member of the New York, American Yacht and Coney Island Jockey clubs. He owned the famous yacht *Dreadnaught* and the steam yacht *Corsair*. He married Miss Miriam A. Trowbridge, who with his son, Howell Osborn, survived him. The latter died Feb. 5, 1895.

GEORGE ARCHER OSGOOD, stock broker, born in Baltimore, Md., died in New York city, Nov. 13, 1882, at the age of 62. His father, Robert H. Osgood, a native of Salem, Mass., was descended from the original English colonists of New England. George graduated from Harvard College in 1811, came to New York, and established a coal yard on Staten Island, near the quarantine station, and carried on a profitable business in supplying steamboat and steamship lines. Through intimate relations with Commodore Vanderbilt, he furnished coal to the steamboat lines which the Commodore controlled. About the beginning of the Civil War, he entered Wall street and was at different times a partner in several important firms. Fowler, Osgood & Co. were well known, as were Osgood & Co., in which one of his brothers and he were engaged. During the panic of 1873, Mr. Osgood became seriously involved, but, later, paid all his debts in full. He was never a member of the Stock Exchange but was a bold operator although prudent in his speculations. In the last years of his life, he was one of the largest stockholders of The Delaware, Lackawanna & Western Railroad and a trustee of The New York Life Insurance Co. Extremely fond of yachting and one of the oldest members of the New York Yacht club, he built the *Fleetwing*, a famous vessel, and later the steam yacht *Stranger*. He married Eliza, daughter of Commodore Vanderbilt, but left no children.

NORTON PRENTISS OTIS, manufacturer, a native of Halifax, Vt., and born March 18, 1840, comes from New England stock and is a son of Elisha Graves Otis and a descendant of John Otis, who came from Hingham, England, to Massachusetts in 1635. Owing to various removals of the family, his education was gained in the schools of his native town, and in Albany, N. Y., Hudson City, N. J., and Yonkers, N. Y. Then, a promising, earnest youth of eighteen, he found work in a small elevator factory established by his father, learned the trade, and, with his brother Charles, assumed the responsibility of management after his father's death in 1861. Their capital was small, not exceeding \$2,000, which they had saved by dint of hard labor. The Civil War discouraged them at first, but they had conceived the principle of applying to passenger elevators certain devices for insuring safety and, with the aid of various patents, they finally began to make some progress. In 1862, they transacted a business of only \$15,000 but thereafter they made rapid progress and have since made the name of Otis known throughout the world. For ten years, Mr. Otis spent his time mainly in visiting the large cities of the United States, introducing his safety elevators to the notice of proprietors of large buildings. In 1864, Otis Bro's & Co. incorporated their business, with a capital of \$225,000, the subject of this sketch becoming treasurer of the concern. In 1882, the capital was increased to \$500,000. Since 1890, when Charles R. Otis retired, Norton P. Otis has been president. The factory is in Yonkers and covers several acres of ground, employing about 600 men. The beauty and convenience of the elevators now produced by the Otis concern are remarkable. Artistic taste has been employed in shaping the iron work of the cages and safety devices are employed which render them almost proof against accident. Some of the largest elevators in the world are the product of these works, including the one in the

Washington monument; the one in Weehawken, used by The North Hudson County Railroad, which lifts 135 persons at a time; the one employed by The Otis Elevating Railroad in the Catskill mountains, which draws a train up an incline of 7,000 feet in ten minutes; and the famous elevator in the Eiffel Tower in Paris. Mr. Otis was elected Mayor of Yonkers in 1880 and State Assemblyman in 1883. By his marriage in 1877, to Lizzie A. Fahs of York, Pa., he has six children, Charles Edwin, Sidney, Arthur Houghton, Norton P., Katherine Lois, Ruth Adelaide and James Russell Lowell Otis. He is a member of the Engineers' and Fulton clubs, The Metropolitan Museum of Art and The Westchester County Historical Society, and lives in Yonkers.

OSWALD OTTENDORFER, journalist, public leader and philanthropist, is one of those progressive and high minded sons of old Germany, who have attained in the life of this metropolis during a long professional career not only the affection of large masses of their own countrymen now resident here but the respect of the native born population. He is a native of Zwittan in Austria, a village on the border of Bohemia, where he was born, Feb. 26, 1826. His father, Vinzenz Ottendorfer, was a manufacturer of woolen goods in excellent circumstances.

Having received a sound preliminary training, Mr. Ottendorfer became a student in the University of Vienna for a year, during which time, being destined for a public career, he paid especial attention to jurisprudence. After a short stay in Prague, where he learned the Czech language and studied law, he returned in 1848 to Vienna and at once espoused with all the energy of an ardent nature the movement among the patriotic youth of Austria to secure by agitation, and force if necessary, the liberties of the people. An uprising in March, 1848, in which Mr. Ottendorfer was prominent, led to the downfall of the Metternich government. Thus launched upon a public career and baptized in the struggle against despotic power, and now desiring military experience, he soon became a volunteer in the Von der Tann corps and took part in the Schleswig-Holstein war against the army of Denmark. Oct. 5, 1848, the students of Vienna rose in arms against the detachments of the Austrian army then in the city, the local force having been weakened by the departure of several regiments to Pesth to take the field against Kossuth. Upon that occasion, Mr. Ottendorfer served as first lieutenant in the battalion of the late Robert Blum. The students drove out the troops, to be in turn, a few weeks later, themselves overpowered by the Austrian forces, who, after a severe battle, regained the city. Of the few students who escaped in safety from the Austrian capital, Mr. Ottendorfer was one. After three days and nights of hiding in the chimney of an old book store, the young man made his way to Saxony, only to return, under an assumed name, with others, to the capital of Bohemia to concert another uprising. The movement was discovered, however, and the students fled to Dresden, where, in May, 1849, they took part in another revolution and held possession of the city for nearly a week. This was a serious affair and ended in the recapture of the city by Prussian troops, hastily summoned by the King of Saxony. The students sought to escape to Thuringia, but those who left the city were all taken. Like their compatriots in Vienna, many were put to death and others sentenced to long imprisonment. Mr. Ottendorfer escaped by an accident. He had spent several days and nights without rest and, owing to physical exhaustion, did not awaken until noon, when he found Dresden full of Prussian soldiers. After a few days of concealment, he managed to reach Frankfort unobserved. But agitation continued and Mr. Ottendorfer would have



General Otis Sargent

taken part in the battle of Waghaeusel had he not been stricken down with typhoid fever in Heidelberg. His last exploit, undertaken after three months of hiding, was the rescue of Steck, who had been sentenced for life and incarcerated in the castle of Bruchsal. With his comrades and Steck, he escaped safely to Switzerland.

At twenty-four, Mr. Ottendorfer had passed through scenes of tragic adventure, such as fall to the lot of few men of his age. His hopes had been frustrated and he then resolved to begin life anew in Vienna. From this he was dissuaded by friends, who predicted certain death should he return to the scene of his revolutionary labors. In this emergency, he finally decided to emigrate to the United States. With the aid of friends, he passed through Poland and in 1850, landed in New York city. His means were small but he found a large, liberty-loving, German element in the city, who welcomed the young agitator with great cordiality. Promptly securing employment in the business office of the *Staats Zeitung*, Mr. Ottendorfer now found a field for the exercise of his undoubted abilities, which promised success; and he applied himself to seconding the efforts of the proprietor, Jacob Uhl, in the management of the newspaper. Founded Dec. 24, 1834, as a weekly on Nassau street, and printed in the German language, the *Staats Zeitung* had been bought in 1844 by Mr. Uhl, who, with the aid of his wife, a woman of superior mind, had made it a daily and already given it the position of the leading German journal of the city. Mr. Uhl died in 1851 and Mrs. Uhl then assumed the management. She was a woman not only of unusual sweetness and beauty of character but intellectual, energetic and sagacious. She foresaw a great future for the *Staats Zeitung*, refused various offers to sell, and, aided by Mr. Ottendorfer, conducted the paper for eight years with constantly increasing success. In 1859, Mr. Ottendorfer was happily married to Mrs. Uhl and thereafter became the leading spirit in the management, although for many years he enjoyed the co-operation of his competent and distinguished wife. Failing health finally, in 1881, compelled Mrs. Ottendorfer to relinquish her share of the duties of management. She died April 1, 1884, making many public gifts and leaving \$30,000 to be distributed among the employes of the *Staats Zeitung*.

During the nearly half a century of his connection with the *Staats Zeitung*, Mr. Ottendorfer has contributed materially toward making his paper a successful property, a strong influence for pure government and the leader of the German element in the population of the city against inefficient and demoralizing local rule. A Democrat in political faith, although now independent in local affairs, he has been a supporter of Samuel J. Tilden and Grover Cleveland and an advocate of sound currency, civil service reform, a moderate tariff and the improvement of the public schools. As a member of the Committee of Seventy, he joined in the successful effort to crush the Tweed ring. During one year, he served as an Alderman of the city, but refused the salary of \$4,000 a year, considering it out of proportion to the services expected, and has since refused a nomination for Mayor more than once. The large stone office building at the corner of Park Row and Centre street, which is the home of the *Staats Zeitung*, at one time included among its tenants the Tax Department of the city government. The hostility of Tammany, which Mr. Ottendorfer had the honor to incur, in consequence of his attacks upon corrupt municipal rule, finally led that organization to remove the department to another location. This puerile effort to injure a public spirited and courageous man has met with the public ridicule which it deserves and proved absolutely powerless as a punishment.

Mrs. Ottendorfer during her lifetime, and Mr. Ottendorfer since, both became conspicuous for their generous use of the wealth brought them by their very successful newspaper. Among their gifts have been more than \$500,000 to the Isabella Home for aged men and women and chronic invalids at Fort George in this city, founded in memory of a daughter of Mrs. Ottendorfer; \$500,000 from Mr. Ottendorfer to build and endow a school, orphan asylum and other institutions in his native town; \$50,000 for the Ottendorfer Free Library on Second avenue; \$100,000 to the German Dispensary; \$75,000 to a pavilion in the German Hospital and a large sum for other institutions. For her generosity, the Empress of Germany conferred upon Mrs. Ottendorfer a gold medal in 1883.

Few if any other of the adopted citizens of the United States have made such a remarkable record for success and good citizenship as the subject of this biography. Mr. Ottendorfer is a member of the Manhattan, Reform, Century, City and Commonwealth clubs, and now spends several weeks every summer in visiting Europe.

THOMAS OWEN, merchant, born in New London, Conn., in 1800, died Aug. 13, 1881, in New York city. When eleven years old, this enterprising youth went to Cuba, gained a valuable experience in business and upon his return to New York engaged in the sugar trade when twenty-three years old and soon formed the partnership of Holt & Owen. This house rose to great prosperity and soon acquired good standing and the respect of the community, doing a very large business up to the beginning of the Cuban rebellion. Meantime, the firm had been changed to Thomas Owen & Son. In 1866, Mr. Owen retired, whereupon the name was changed to Thomas J. Owen & Son. Both his son and his grandson, however, died before Mr. Owen. The subject of this memoir was thrice married. His first wife, Elizabeth King, dying at the age of twenty-three, he married Maria Power Dyas and after her death, Elizabeth Magee, who survived him. Mr. Owen was an attendant at the Broadway Tabernacle, and was also connected with The Society for the Prevention of Cruelty to Children, The Society for Ameliorating the Condition of the Poor and The Metropolitan Museum of Art. He made many gifts in a quiet way to the charitable societies of the city. His children were Thomas J. Owen, Mrs. Adelaide Thompson, Angelina T., wife of O. B. Smith, and Charles B. Owen.—**THOMAS JEFFERSON OWEN**, merchant, son of Thomas and Elizabeth King Owen, born in New York city, Dec. 31, 1825, died at his home, No. 37 West 34th street, May 15, 1881. Beginning as clerk for his father, doing business at No. 65 South street, under the name of Holt & Owen, he revealed so much energy and capacity that at the age of twenty-three the entire charge of the business was entrusted to him. He became a splendid merchant and made a fortune in the importation of sugar from Cuba. The senior Owen often said that he owed his own good fortune to the ability of his son "Tom." One of the founders of the Union League club and a member of The New England Society, Mr. Owen was also a director of The Market National Bank, The Mechanics' & Traders' Fire Insurance Co. and The Pacific Mail Steamship Co. March 1, 1849, he married Emilie Ketchum Platt and his children were Allen Miner, Thomas J., Francis Thompson, Anita, Thomas J., 3d, and Emilie Owen. The serenity of his life was disturbed by the feverish atmosphere of Wall street and he lost his health, dying at fifty-six. His character was beyond reproach.

P.

COURTLANDT PALMER, merchant, born in Stonington, Conn., Nov. 11, 1800, died at his home in New York city, May 10, 1874. A son of Amos Palmer, a prominent citizen and at his death Mayor of Stonington, he was a descendant of Walter Palmer, one of the two founders of the town. Courtlandt gave to his sisters his share of their father's moderate property, and with \$100 of capital came to New York at the age of eighteen to seek his fortune. Securing employment in a hardware store belonging to an older brother on Maiden Lane and Pearl street, he continued there until he was about twenty-one years of age when, determined to start for himself, he obtained a small credit from each of three auctioneers with whom he had become acquainted, bought a stock of hardware, and established a store for himself. His energy and capacity won speedy success. Several flattering offers of partnership were made to him, and he finally allied himself with Stark & Whiting and established a branch house in New Orleans. This firm soon became one of the leading houses in the United States. The panic of 1837 proved disastrous to them, however, and they met with heavy losses, but Mr. Palmer emerged with a small amount of capital, which he invested in real estate. By judicious purchases thereafter, he became a wealthy man, holding much valuable city real estate as well as Western land. His property included the Manhattan Market on the West side, between 34th and 35th streets. Many positions of trust were bestowed on Mr. Palmer, including the first presidency of The Stonington & Providence Railroad, which he held 1844-1848. He was a director and one of the founders of The Safe Deposit Co. and a director of a prominent savings bank and The Mutual Benefit Trust Co. About 1872, he was appointed commissioner to appraise the real estate owned by the city, and all disputes were referred to him for settlement by his associates. In 1824, Mr. Palmer married Eliza, daughter of Governor Thurston of Connecticut. She died in 1828 without issue. In 1832, he married a daughter of Richard Suydam. Mrs. Palmer died in 1867. Four children were born to them, Courtlandt and Charles Phelps Palmer, Mary Ann, wife of Henry Draper, and Richard S. Palmer, the latter dying before his father.—His son, **COURTLANDT PALMER**, lawyer and author, born in New York city, March 25, 1843, died at Lake Dunmore, Vt., July 23, 1888. Mr. Palmer attended Mount Washington Institute for a time, entered Columbia College, and left in his junior year to enter Williams College. He studied law at the Columbia College Law School, and graduated, May 19, 1869, a LL.B. While the law interested him greatly, he found abundant occupation in the management of his father's estate. Mr. Palmer's tastes were strongly literary. He was an advocate of technical education and liberal ideas, an earnest student and thinker, becoming advanced and radical in his beliefs and a positivist of the school of Auguste Comte. He established the Nineteenth Century club in 1880, and as the president of that organization delivered many addresses and contributed largely to the literature of free thought. In 1865, he married Catharine Amory Bennett, daughter of Joseph Bennett, and their children were Robert Amory, Mary Ann Suydam, Courtlandt and Evelina Palmer.

HENRY PARISH, banker, born at No. 12 Beekman street, New York city, March 3, 1830, is a son of the late Daniel Parish, a conspicuous dry goods merchant during the first part of the present century, who carried on a large trade with the South in the firm of H. & D. Parish, with branch houses under other names in Charleston, Mobile, New Orleans and Columbus. From his excellent stock, Mr. Parish inherited health, honesty and good judgment. After completing his education at Columbia College and the Ecole Centrale des Arts et Manufactures in Paris, France, he took charge of The New Jersey Zinc Works in Newark, N. J., as superintendent of the concern. In March, 1871, he became president of The New York Life Insurance & Trust Co., and has managed the affairs of this well-known and prominent institution until the present time. Mr. Parish is a man of public spirit and especially fitted for social life and is a valued member of several well-known organizations, among them the Metropolitan club, The Metropolitan Museum of Art, The National Academy of Design, The American Geographical Society and The American Museum of Natural History.

JOSEPH PARK, merchant, born in Rye, N. Y., May 24, 1823, has long been known in New York as an active spirit in the old firm of Park & Tilford, who conduct the leading stores for the supply of high class groceries in this city. Beginning his career modestly, Mr. Park, aided by his original partner and those who have been in more recent years admitted to the firm, gradually made his store the headquarters of a large and exceedingly desirable business. Branch stores were established at 38th street and Sixth avenue in 1873 and 59th street and Fifth avenue in 1885. In 1890, the firm incorporated with a nominal capital of \$500,000, and Mr. Park has been president until the present time.

TRENOR WILLIAM PARK, lawyer and railroad president, born in Woodford, Vt., Dec. 8, 1823, died at sea, Dec. 13, 1882. He sprang from substantial New England stock, the family deriving descent from Richard Park, who emigrated from Hadleigh, Suffolk county, England, about 1630. Taken to Bennington, Vt., in early childhood, given a meagre schooling, and compelled to earn a part of his own support from his earliest years, the lad grew up to a capable manhood. After five years in a law office, he was admitted to the bar in 1844. Having married Laura V., a daughter of ex-Gov. Hiland Hall of Vermont, who became chairman of the United States Land Commission in California, Mr. Park removed to the Pacific coast in 1852, became a partner of General Halleck in the law firm of Halleck, Peachy, Billings & Park, and rose to eminence in his profession. Through making a specialty of land titles, the firm were drawn into investments in lands and mines, which yielded fortunes to them all. With John C. Frémont, Mr. Park was especially interested in the Mariposa estate and gold mines. At one time, his name was presented to the California Legislature as candidate for the United States Senate, but he was not elected. In 1863, he retired and returned to Bennington, Vt., but after a short period of inactivity, engaged in banking and railroad undertakings. With Russell Sage, he obtained control of The Western Vermont Railroad about 1860, by buying its first mortgage bonds, and afterward bought Mr. Sage's interest and reorganized the company as The Bennington & Rutland Railroad. He was one of the projectors of the famous Emma silver mine and foremost in effecting its sale to an English syndicate, winning, in 1872, the legal proceedings, which had grown out of his management. For several years, Mr. Park was a director in The Pacific Mail Steamship Co. He bought a controlling interest in

The Panama Railroad, was president from 1874 until his death, and sold the road for a large sum, in 1889, to The Panama Canal Co., obtaining \$4,000,000 for 15,000 shares. Mrs. Park died in 1875, and in 1882, Mr. Park married Ella, daughter of A. C. Nichols of San Francisco. Three children were born to him, Trenor L. Park, Eliza, wife of Gen. John G. McCullough and Laura Hall, wife of F. B. Jennings of Jersey City. Mr. Park was a public spirited citizen. He founded an art gallery at the University of Vermont and presented Bennington with a free library and a home for destitute children.

JAMES HENRY PARKER, M. D., born in Johnston county, N. C., Jan. 4, 1843, is a son of Matthew Parker, a planter. He enlisted in the Confederate army at the age of nineteen and resigned a commission as lieutenant, in 1864, to become a county clerk. After a short experience in business in Beulah and Fremont, he studied medicine and practiced for two years, but the profession did not satisfy him and, in 1870, he removed to Charleston, S. C., where he soon took a prominent place as cotton factor and merchant of naval stores. In 1882, he came to New York and carried on a cotton and commission business with success, serving for two years as president of the Cotton Exchange. In 1890, Dr. Parker was elected vice-president of The National Park Bank and brought the institution a large Southern business. In 1891, The United States National Bank called him to its presidency and he is yet at its head. Dr. Parker is a gentleman of high standing and integrity, popular and public-spirited. He is a member of the Manhattan, Tuxedo, New York, and New York Athletic clubs and The Southern Society, and has been president of the latter as well as president of the Confederate Veterans' Camp for one year.

ELEAZAR PARMLY, dentist, often called "the father of American dentistry," born in Braintree, Vt., March 13, 1797, died in New York, Dec. 13, 1874. He was the son of Eleazar Parmly, a farmer of more than ordinary ability and of considerable mechanical skill, who presented each of his daughters at their marriage with a set of furniture made by his own hands. Like his neighbors in the quiet town of his birth, Dr. Parmly was of English Puritan descent. Educated in the district schools, an apt student and mature for his years, he was himself at the age of sixteen a candidate for the position of district school teacher and passed the examination so successfully that the School Board voted him extra compensation, in spite of his youth. After one year of teaching, an experience which he always regarded as the crisis of his career because it convinced him that whatever he did must be done thoroughly, he went to Montreal and served in a newspaper office as a compositor and general assistant.

Soon afterward, he joined his brother, Levi S. Parmly, a young dentist living in Boston, and acquired a thorough knowledge of the profession. Later, the two brothers practiced successfully in the South, traveling from city to city, from Louisville to New Orleans. During this tour, Dr. Parmly met with many interesting experiences, one of which indicated his character and determination. After attending a ball, one evening, he was escorting a lady to her home, when he was jostled on the staircase by a young man prominent in local society. Dr. Parmly did not submit tamely to this insult. He was tall, athletic, and finely proportioned, and the aggressor received a severe blow in punishment. The following day, Dr. Parmly received a challenge. Turning to the gentlemen who had brought the challenge, he said: "You are as well aware as I am that your friend's conduct was unwarranted and unjustifiable. By bringing me this note, you have made yourself a participator in his insolence. I propose to thrash you

with your own cane, and if your friend will call I'll thrash him also, after which I am entirely willing to fight a duel with him." Whereupon, the young Vermonter seized his visitor's cane, administered a sound drubbing and put him out of the house, after which he sought the nearest magistrate to report what he had done. Instead of placing him under arrest, the judge looked admiringly at him, patted him on the shoulder and said: "Young man, you did right. You are perfectly safe in this city from this time."

In 1821, the two brothers went to Europe, studying in Paris and London under the most famous dental surgeons. After a year or two in London, where he quickly attained prominence, continued poor health led Mr. Parmly back to America. He settled permanently in New York city, and for half a century stood at the head of his profession in the metropolis. During his later years, Dr. Parmly gratified his literary tastes by addresses and essays on professional and other subjects. He possessed from his earliest years a maturity of thought and an earnestness of purpose which contributed in large measure to his success, and he never regarded work as complete unless perfectly done. His large income was shrewdly invested in real estate in New York during the period of greatest municipal growth and his property became very valuable. He married Ann Maria V. Smith of Charleston, S. C., Aug. 22, 1827. The children living to maturity were: Anna Ehrick, wife of Theodore P. Rossiter and now deceased; Ehrick Parmly; Mary Montagu, wife of Charles H. Ward; Julia, wife of Frederick Billings, and Louisa C., who died in 1845.

WILLIAM HENRY PARSONS, manufacturer, was born July 7, 1831, on Staten Island, N. Y. His father, Edward Lamb Parsons, member of an old family of Warwickshire, England, came to America, when about twenty-one years of age. His mother was of New England descent on the paternal side and Dutch through the maternal line. Educated in Rye, N. Y., and prevented by ill health from taking a collegiate course, Mr. Parsons began life at the age of twenty-four in the office of the agents of an English shipping house. About two years later, he secured a clerkship in a paper warehouse and became a partner a year afterward, establishing his own independent business two years after that. During his first few years in business, he was compelled to work very hard, often from twelve to fifteen hours per day, and was not especially successful. Feeling that the paper business was one of the staple industries of the country, however, he determined, if it were possible, to secure success. During 1857, with other merchants, he experienced great difficulty in meeting his obligations, but was able to do so as they matured and has done so up to the present time. Up to about 1880, Mr. Parsons sold paper on commission, and then became satisfied that business tended in the direction of bringing the consumer into closest alliance with the producer, whereupon he became interested in the manufacture of paper. In 1891, the firm of W. H. Parsons & Co. was changed into a corporation of the same name, the stockholders being mainly members of Mr. Parsons's family. He is now president of The Lisbon Falls Fibre Co., Lisbon Falls, Me.; The Bowdoin Paper Manufacturing Co., Brunswick, Me., and of W. H. Parsons & Co., Maine and New York; director of The Pejepscot Paper Co., Pejepscot, Me., and trustee of The Bowery Savings Bank of New York city. A man of enterprising and active spirit, he is also associated with other institutions, and is president of The National League for the Protection of American Institutions, vice president of the Board of Trade and Transportation, member of the Chamber of Commerce, and one of the managers of the Presbyterian Board of

Publication and Sabbath School Work of Philadelphia, president of The Westchester County Bible Society and the Apawamis club of Rye; trustee of the American Yacht club, and member of the Atlantic Yacht, Metropolitan and City clubs of New York. In October, 1857, Mr. Parsons married Laura C., daughter of John Palmer, who was the son of Judge Palmer of the Supreme Court of Pennsylvania. His wife was a lineal descendant of Gov. Bradford, first Governor of Connecticut, and of Miles Standish. She died in April, 1893. He has had five children: W. H. Parsons, jr., Matilda, wife of Davis S. Cowles, Marselis Clark, John Palmer and Margaret Rainsford Parsons.

DENTON PEARSALL, banker, born at Hempstead, L. I., about 1810, died in Westchester, N. Y., April 6, 1879. He was a son of Benjamin Pearsall, a carpenter of Rockaway, L. I. The young man came to New York in 1812 and engaged himself as apprentice to Henry Astor, brother of John Jacob Astor, in a butcher's stall in the old Fly Market at the foot of Maiden Lane. Mr. Astor moved to more commodious quarters in Fulton Market when it was first opened. Mr. Pearsall remained with him until 1833, when, having attained his majority, he started in the same business for himself. He soon created an excellent trade and supplied large quantities of meat and provisions to the best families in the city and the packet and steamship lines, sailing from the port. One of his principal patrons was the famous Collins line of steamships, the American rival of the Cunard line. His trade finally extended to the wholesale business. About 1855, Mr. Pearsall retired from mercantile life to devote himself to other affairs. In 1847, with Jesse Marshall and others he had started The Bowery Bank, and in 1857, he became one of the founders of The Manhattan Life Insurance Co. In 1852, he helped organize The Second Avenue Railroad Co., serving as its president 1852-56, and securing the charter for the first bridge over the Harlem at Second avenue. He also bore a part in the foundation of The Stuyvesant Fire Insurance Co., of which he was a director until his death. About 1852, he took a prominent part in organizing The Manhattan Savings Institution, becoming a director, and he also sat in the directorate of The Bowery Fire Insurance Co. He was best known as president of The Butchers' & Drovers' Bank on the Bowery, of which, becoming a director in 1864, he succeeded Mr. Perrin in the presidency in 1876, holding the office until his death. He was a large owner of stock in his different organizations and of valuable real estate in this city. He also owned a tract of land in Westchester county, adjacent to what is now Morris Park, which has attained high value in consequence of the growth of New York city. In 1834, he married Elizabeth Underhill of Westchester, and lived first on 2d street, fronting toward the Marble Cemetery. About 1850, he bought a large property in Westchester and removed thereto. His children now living are Denton, Charles Benjamin, D'Anjou and George H. Pearsall, Mrs. Mary Louise Baisley, Mrs. Esther E. Sparks, Mrs. Margaret A. Humphreys, Sarah A., wife of Patrick H. Fay, and Nora E. Pearsall. Mrs. Pearsall died Nov. 28, 1889.

GEORGE L. PEASE, manufacturer, born in June, 1835, in Painesville, O., died Feb 25, 1895, in Brooklyn, N. Y. When he was about nine years old, the family moved to Detroit, Mich. First a teacher in New York State, and then a civil engineer, he saved about \$500, and inherited \$300 more, and lost it all in a speculation, thereby gaining a lesson which he never forgot. Returning to Detroit, he entered the stationery business as clerk for his father, became a partner, bought his father's interest, and organizing the business as The Detroit Paper Co., carried it on with success for a num-

ber of years. In 1868, he came to New York and entered into partnership with William B. Boorum, for the manufacture of blank books and stationery, disposing of his interests in Detroit about two years later. The New York venture was successful and for years the house has been prosperous and widely known. In January, 1892, the business was incorporated as The Boorum & Pease Co., with a capital of \$750,000, although so far as ownership is concerned it remained practically a partnership. Mr. Pease was president of the company. The large factory is in Brooklyn. Mr. Pease was a director of The Washington Trust Co., The Shoe & Leather National Bank, The People's Trust Co., The Wallabout Bank and The Keith Paper Co., and a member of The Ohio Society, and of several charities, as well as president of The Stationers' Board of Trade. His wife and one daughter, Mrs. Allan McNaughtan survived him.

WILLIAM A. PEMBROOK, merchant, was a man of large build and fine personal appearance. Composed in manner, shrewd, kindly and judicious in speech, he possessed great energy of mind, and was the soul of honor in business transactions and distinguished through life by a loyalty to principle, which won the unqualified regard of every associate and friend.

He was born in the township of Shrewsbury, N. J., Dec. 9, 1833. After receiving a fair education in the local schools in the neighboring villages of Keyport and Shrewsbury, he found himself compelled to begin the battle of life, and having a small capital, he started in business for himself at the age of twenty, with a dry goods store in Keyport. There, early in life, he not only acquired an excellent acquaintance with the retail branch of the dry goods business, but developed a character in which shrewdness, tact, absolute integrity and untiring energy were the leading traits. Five years later, he accepted the position of salesman in the dry goods house of Turbell, Jennings & Co., of New York city. His duties to this firm compelled him for a while to live in the city. He soon became a trusted employé of the firm and was selected by them for the work of disposing of the stock of a retail dry goods store in Raritan, N. J., in which the firm had an interest. To Raritan, therefore, he repaired to discharge this duty.

It was while in Raritan that Mr. Pembroke met Miss Sarah Crane Kenyon. Their acquaintance led to a deep attachment, and the couple were married at the residence of David P. Kenyon, father of the bride, in Raritan, Dec. 1, 1858. This union brought to his side a most excellent woman, who proved a strong inspiration to him to do his best in life. They have had two children, both sons. One, William Augustus, was born April 14, 1860, and died in the fourth year of his age. The other, Theodore K. Pembroke, born in 1863, now succeeds his father in business.

In the spring of 1860, Mr. Pembroke established his residence in the city of Elizabeth. He was fond of his native State, and while he often spent a winter in New York city at some one of the better hotels, yet even in the days of his subsequent great prosperity, he was never tempted to establish his permanent home among the fascinations of the metropolis.

In 1863, he entered the dry goods house of George A. Weeks & Co., as one of their leading salesmen. Understanding the principles of success, and moved by natural impulse to be thorough in his work, he showed himself remarkably attentive to the business and familiarized himself as speedily as possible with the methods of the wholesale trade, becoming a successful salesman. His high qualities both as a merchant and a man finally attracted the attention of John H. and George D. Sweetser, and they invited



W. A. Lumb

him into a partnership with them in the same business. This offer he accepted, and, in 1868, Sweetser, Pembroke & Co. began their career. Now established in business on his own account, Mr. Pembroke threw his whole energy into the development of the trade of his firm. He was thoroughly practical and an excellent judge of the needs of the times, proved a most valuable partner, and his active life of twenty-five years resulted in his firm becoming one of the most prominent and successful in the city. The beginning was small, but progress was rapid, sales increased, a larger store became an imperative necessity, and finally, moving to 374-8 Broadway, the firm took possession of the large building, which has ever since been their home. Each one of the partners has since then amassed a fortune.

A man of active nature must always be interested in public affairs, and this was true of Mr. Pembroke, although he cared nothing for office. His advice was constantly sought in the local affairs of Elizabeth, and he consented once, much against his own wish, to serve as Alderman in the Common Council of the city and was handsomely elected. At the end of his term, he firmly declined any further political honors, and although strongly urged at different times to accept the nominations of Mayor and State Senator, he was unable to oblige his constituents in the matter. He was nevertheless greatly interested in the municipal affairs of Elizabeth and did much to promote the prosperity of the city. Local charities and philanthropic institutions received marked benefits from his liberality, and he became one of the especial supporters of The Elizabeth Hospital and The Elizabeth Orphan Asylum. He joined the First Presbyterian Church of Elizabeth as a member at an early period in his residence and served as a Bible teacher in its Sabbath School.

Much of his leisure time was devoted to the order of Free Masons, of which he was an enthusiastic member. He was admitted to Solomon's Lodge, of Somerville, N. J., Feb. 1, 1859. Dec. 17, 1862, he transferred his membership by demission to Washington Lodge, of Elizabeth. In this body, he was elected successively to Junior Warden, Senior Warden, and in 1867 and 1868 Master of the Lodge. His reputation as a worker and his impressive manner as a speaker and officer led to his selection as Grand Master of New Jersey in 1874 and 1875. He first entered the Grand Lodge in 1867, and is remembered as one of the most energetic and devoted workers in that field. He served his order in many ways. In 1874, the Grand Lodge of Virginia appointed him its representative near the Grand Lodge of New Jersey, and in 1876 he received a similar appointment from Dakota. In 1877, the trustees of the Grand Lodge elected him their chairman and he served in that capacity for five years. From 1883 until his death, he was a member of the important Committee on Jurisprudence and Charity of the Grand Lodge and chairman of the committee from 1885. In 1887, he reported a manual for ceremonies in both the local and Grand Lodges, which had been, by appointment, laboriously prepared by him, and which has been considered for its beauty, simplicity and force second to none in the country.

Mr. Pembroke joined the Merchants' club in New York city but was not attracted by club life, and joined no other organizations of this class. He was a supporter of The Metropolitan Museum of Art in this city.

He died Sept. 5, 1893, widely regretted.

FOSTER PETTIT, capitalist, born in Hempstead, Long Island, April 11, 1812, died in Brooklyn, Jan. 8, 1894. He was a modest but meritorious citizen of Brooklyn.

and owed his marked prosperity to his own honest and judicious endeavors. His formal education, obtained at the village school, was widened later by two years of teaching in the school in which he had been a student. At the age of twenty-two, he became a night watchman at Fulton Market in New York city. Prompt, energetic and honest, he won the regard and confidence of the market men, and his ambition was clearly shown by the admirable use of his time between the hours of work. Study of the best books and determined labor qualified him soon to rise to a higher plane. By denying himself luxuries, he saved a few hundred dollars, and, in 1845, engaged in business for himself in a modest restaurant at the corner of Wall and Water streets. The market men came to him and by 1854, he was enabled to erect a building of his own at No. 136 Water street, and here for thirty-seven years he conducted a successful business, from which he retired in 1890. He invested his means mainly in securities and real estate in Brooklyn. In 1834, Mr. Pettit married Clarissa, daughter of Stephen C. Bedell, of Hempstead, Long Island, a farmer, and their children are Stephen B., Carolina A., and Winfield Pettit, all of whom are living. He was vice president of The Fulton Bank; a director in several insurance companies; at one time supervisor from the Fifth Ward of Brooklyn, being defeated for re-election because the local ring could not use him; a life member of The Young Men's Christian Association, a member of The Long Island Historical Society and The Brooklyn Institute of Arts and Sciences, a stockholder in The Academy of Music, and a member of the Washington Avenue Methodist Episcopal Church. The Pettit Memorial Mission on Park avenue was improved and entirely freed from debt by him. Mr. Pettit was in many ways a remarkable character, earnest, ceaseless in activity, an early riser, persevering, and an excellent judge of men.

ISAAC NEWTON PHELPS, a distinguished merchant and banker, born in Windsor, Conn., Feb. 22, 1802, died in Saratoga Springs, N. Y., Aug. 1, 1888. He was a son of Joseph Phelps, a farmer. The young man attended Dr. McClure's school in early boyhood and entered a general country store in Suffield, Conn., as a clerk. Diligence, application and good character commended him from the start to his employer, who, however, in accordance with the practice of the times, paid him no salary at first, upon the ground that a thorough education in business principles was sufficient compensation. This experience taught Mr. Phelps the habit of careful economy and developed his manliness and self reliance. At the end of eight years, he received \$120 for his services and the offer of partnership, which he accepted.

Nov. 10, 1828, Mr. Phelps was united in marriage to Sarah Maria, daughter of Sylvester Lusk, of Enfield, Conn., and then, removing to New York city, he entered upon a career of phenomenal success, which soon lifted him into the front rank among the business men of the city. Having established himself in the hardware business, he prosecuted this occupation with great energy for a number of years, first with Mr. Pickering as a partner, later with William Sheldon, and finally alone. For a time, he lived in the city of Brooklyn, but finally transferred his home to New York city.

Retiring from mercantile pursuits in 1853, he then established a banking and brokerage office at No. 45 Wall street in partnership with John J. Phelps, a merchant of reputation. Well known among the substantial business men of the city, they transacted a large and profitable business. In 1858, his partner withdrew but Mr. Phelps continued alone until 1879, when the famous banking firm of Phelps, Stokes & Co. was formed by him. At that time, James Stokes and Anson Phelps Stokes, the latter Mr.



S. N. Phelps

Phelps' son-in-law, were his associates. Six years later, James Stokes died and this led to a dissolution of the firm. Thereafter, Mr. Phelps gave his attention to private interests. One of his favorite investments was real estate, of which he was a large owner.

The reputation of Mr. Phelps as a business man came from his spotless character, persistent application, tireless energy, and excellent judgment. He was noted as one of the best judges of financial standing and the soundness of a business enterprise in Wall street. Strong in his convictions, quiet, firm and decisive in negotiation, possessing a clear mind and excellent memory, regular in his habits and liberal in his charities, he was an excellent type of the men who have made New York the metropolis of the nation. A man of this stamp is always greatly sought after for positions of trust and it fell to his lot to be an active spirit and the largest stockholder in The United States Trust Co.; a founder of The Mercantile and The Second National Banks; and a director of The Central, The United States, and The Metropolitan Trust Co's, The United States Life Insurance Co., The Mercantile Fire Insurance Co., and The Second National and Mercantile National Banks. He had in addition large interests in railroads and manufactures, and at one time sat in the directorate of The New York & Erie Railroad. In politics, he espoused the Republican faith and joined the Union League club early in the history of that historic organization. An affable man and fond of the society of a small circle of chosen friends, he took delight in his later years in discussing reminiscences of the early days of the city. With his family, he attended the Brick Presbyterian Church.

By his first wife, Mr. Phelps was the father of Helen Louisa, the wife of Anson Phelps Stokes, who survived him, and of Sarah, now deceased, who married the late Henry L. Ring, of Albany. His second wife, whom he married in 1874, was Mrs. Anna Frances Maullin, of Troy, N. Y.

ROYAL PHELPS, merchant, born in Sempronious, Cayuga county, N. Y., March 30, 1809, died in this city, July 30, 1884. He was descended from English ancestors, who settled at Westfield, Mass., about 1670. His mother was a daughter of Col. John Spofford of Tinmouth, Vt., and his father a Presbyterian clergyman of Lowville, N. Y., and greatly respected there. Misfortune befell the parents when the lad was fourteen, and he was sent to the house of his grandfather at Lowville. Shortly afterward, he was placed under the care of General Northrup with the intention of making him a tanner, but he did not like the business and ran away, when fifteen, coming to New York. Aided by an old friend of his father, he attended commercial school for a few months and then went to Santa Cruz in the West Indies, where he remained for a year or two, going thence to the republic of Colombia. At Puerto Cabello, after a long apprenticeship as clerk, he finally engaged in business on his own account. By 1840, a large trade had been created with connections in the United States and Europe, and Mr. Phelps finally became a partner in an old house in La Guayra. His correspondents in New York, the merchants Maitland, established about 1796, invited him in 1847 to come to this city and undertake the management of their business. He accepted, whereupon the name of the firm was changed to Maitland, Phelps & Co. The rest of his life was spent in New York city in the management of this house. A capable merchant, he rose to a very high position. Mr. Phelps held many positions of trust, but always under protest because he wished to give his entire time to his own business. In 1849, he was elected to the Chamber of Commerce and in 1855 he became first vice

president for seven years, refusing re-election. He was also a trustee of The Royal Insurance Co. from 1857, and of The Atlantic Mutual Insurance Co. from 1858; president of The New York Eye & Ear Infirmary, 1866-84; president of The New York Association for the Protection of Game, 1867-77; trustee of The Roosevelt Hospital after 1866 and vice president from 1875; member of the executive committee of The Society for the Prevention of Cruelty to Animals, from 1872, and a trustee of Greenwood Cemetery from 1878. A Union Democrat, he accepted a seat in the Legislature by election in 1862 but refused renomination to any other political office. To his energy, this city owes the erection of the statue of Washington on the steps of the Sub-Treasury in Wall street. In 1835, he married a lady of Spanish descent in Puerto Cabello by whom he had one daughter, who, in 1856, married John Lee Carroll of Maryland, Governor of that State, 1876-80. In 1872, Mrs. Phelps died in New York.

WILLIAM PICKHARDT, a merchant in this city for nearly thirty years, originated in Burghausen, Germany, Oct. 22, 1834, and died in the city of Cologne, June 23, 1895. He studied architecture in youth and might have followed a profession, had not the death of his father led him to change his mind. When of age, he made a visit to New York city and remained here in association with Frederick Brett & Co., importers of dye stuffs, colors and chemicals. In 1867, he returned to Germany for a time, but soon returned to New York and in 1871, formed a partnership with Adolph Kuttroff, under the name of Wm. Pickhardt & Kuttroff, to import foreign colors and dyes. Although neither of the associates had much capital at the beginning of their career, they were men of sterling character and good ability and experienced little difficulty in creating a profitable trade. About 1878, a highly advantageous arrangement was made, whereby the firm became the American agents of the Badische Aniline & Soda Fabrik, a German corporation and the largest producer of aniline dyes in Europe. This relation is yet maintained. Mr. Pickhardt had the faculty of making friends and was greatly respected. He belonged to the Chamber of Commerce, the Manhattan club, the Liederkranz and other societies, and was married to Miss Beresford Strong of County Wicklow, Ireland, by whom he had several children. He was fond of a good horse and bred fine animals at a farm at Schroon Lake, N. Y. Several of the horses of his stud, which he called the Walbrook, have excellent records. Mr. Pickhardt's experience in building a house on Fifth avenue at 74th street attracted attention for twenty years. Resolved to surpass the marble mansion of the late A. T. Stewart, he selected a plan after an international competition among architects, caused a foundation to be excavated forty feet deep and a well to be dug designed to operate a \$50,000 organ, which he imported, and brought brownstone and other materials for the house from Germany, the cornerstone coming from his native town of Burghausen. Many changes were made in the plans and at one time two stories were torn down to be replaced in accordance with a different design. The great mansion was finally completed, but Mr. Pickhardt did not like it and never lived in it, although it had cost him over \$1,000,000, and, by his orders, it was sold in February, 1895, for \$472,500.

HENRY EVELYN PIERREPONT, realty owner and a public spirited citizen, was born Aug. 8, 1808, in Brooklyn, in a house famous as the headquarters of Washington and from which the order of retreat from Long Island was given. It was then known as the Cornell mansion but was bought by Mr. Pierrepont's father in 1803. He was the second son and one of the large family of Hezekiah Beers and Anna M. Constable

Pierrepoint and was educated in New York at the school of Louis Bancel, a French emigré. While traveling abroad in 1837, knowing that Brooklyn was soon to be mapped as a city, he visited several places to study the best arrangement and, on his return, acted as one of the committee to lay out the streets and squares of the city. His plan included a park on the heights near the river and a cemetery on Gowanus Hills. Being unable to carry out his plans for the cemetery at that time, he continued them as a private enterprise and succeeded at last with the help of his friends in founding Greenwood, of which at the time of his death he was the president. Devoting his time to the settlement of his father's estate and to the improvement of his native city, he built a home on nearly the site of the old mansion, in which he lived until his death, March 28, 1888. He filled in and opened Furman street and then built the warehouses known as the Pierrepoint Stores. In order that Brooklyn might have proper ferry facilities, he labored long and brought about the incorporation of The Union Ferry Co., of which he became vice president. It is an interesting fact that he was a direct descendant of Cornelis Dircksen of Peck Slip, who in 1638, established with row boats the first regular ferry between New York and Brooklyn. Mr. Pierrepoint inherited means from his father, who was a successful merchant in the foreign trade and the owner of a large amount of realty in Brooklyn and of wild lands in the northern part of this State. This patrimony was greatly increased by his own judicious endeavors. As director and stockholder, he was interested in all the important local corporations of Brooklyn, including The Brooklyn Savings Bank, The Brooklyn Trust Co., The Long Island Historical Society, The Brooklyn Library, The Brooklyn Hospital, The Church Charity Foundation, The Academy of Music, the Brooklyn club, The Art Association, etc. He was a member and senior warden of Grace Church (Episcopal) in Brooklyn and treasurer for over twenty years of the General Theological Seminary in New York city. He married in 1841, Anna M., daughter of Peter A. Jay of New York, son of Chief Justice John Jay, and had a family of three sons and three daughters, including Henry E. and John Jay Pierrepoint.

JAMES ROBERTSON PITCHER, insurance manager, the son of Dorlon H. Pitcher, tanner of sole leather, and Philira Robertson, his wife, was born in Windham, N. Y., near the Catskill Mountains, March 5, 1845. His paternal ancestors came from England, the maternal line originating in Glasgow, Scotland. Educated in Whitestone Seminary and deprived of his father by death in 1857, the young man at the age of eighteen entered the office of the firm in which his father had been interested and became a clerk, bookkeeper and manager. In 1866, he sold his interest and came to New York city. He found occupation for two years as salesman for H. B. Claflin & Co., and later junior partner for thirteen years in a wholesale clothing house. In 1877, he originated and founded The United States Mutual Accident Association. During the early stages of this enterprise, Mr. Pitcher performed all the clerical work himself. He promoted with energy the novel idea upon which the form of accident insurance was based, which, by the way, originated with himself, and the company finally took its place as a prosperous and important concern. Large quarters are now occupied and a large force of clerks employed. He finally sold his interest for upward of \$1,000,000 cash. He was one of the first incorporators and directors of The Lawyers' Surety Co. and The Merchants' Credit & Guarantee Co., and has made his way from a modest beginning with energy. He is now president of The Cachiri Co.

and a large investor in real estate also. At Short Hills, N. J., where he lives, he owns about seven hundred acres of land, a nursery and fifty greenhouses. The latter grew out of Mr. Pitcher's love of orchids and other flowers but are now conducted as a commercial enterprise by Pitcher & Manda. In 1870, Mr. Pitcher married Helen K. Sweet, and their five children are Bessie K., Julia K., Georgiana, Philira Robertson and James Robertson Pitcher. Though residing out of town, Mr. Pitcher is a loyal citizen of New York in all essentials and is a popular member of the Players', Manhattan, Merchants', and Tuxedo clubs, as well as of the Essex County Country club.

HENRY BRADLEY PLANT, president of the Plant System of railway and steamship lines and of The Southern and The Texas Express Co's, was born in the pleasant village of Branford, Conn., Oct. 27, 1819. His ancestors, who were among the early settlers of Connecticut, came from England about 1636. The subject of this sketch is a direct descendant of John Plant, the pioneer, and that branch of the family has lived continuously in the town of Branford, Conn., the Plants being intelligent, industrious farmers, orthodox in faith, upright in character, and useful citizens in their respective days and generations. Mr. Plant's great grandfather on his father's side was attached to Washington's army as a private when that general was stationed at Newburgh, and was one of the guard of the unfortunate Major André at the time of his execution. His great grandfather on his grandmother's side was a major in Washington's army at the same time.

Mr. Plant's education was a limited one, confined largely to the common schools and to private instructions from the late Rev. Timothy P. Gillette, Congregational clergyman, and was finished at the Lancasterian school of New Haven under the tuition of the late John E. Lovell. In 1837, he entered the service of The New Haven Steamboat Co., and was shortly afterward placed in charge of the express business upon the steamboats between New York and New Haven and upon The New York & New Haven Railroad after its completion between these two places. Mr. Plant liked the freedom of this life and imbibed therefrom the spirit of adventure which has since tinged all his life. He remained in charge of the business until the formation of The Adams Express Co., when he went South. In the autumn of 1854, he was appointed superintendent of the Southern division of The Adams Express Co., with headquarters at Augusta, Ga., and was also made superintendent of Harnden's Express.

In 1842, Mr. Plant married Ellen Elizabeth Blackstone, daughter of the Hon. James Blackstone, and has only one child living, Morton F. Plant, who is associated with his father as his assistant, vice president of The Southern Express Co. and vice president and manager of The Canada Atlantic & Plant Steamship Co. Mr. Plant's first wife died in 1861, and he was remarried in 1873 to Margaret Josephine Loughman, only daughter of Martin Loughman of New York city.

Until 1861, Mr. Plant had charge of the Southern division of The Adams Express Co., and in that year organized The Southern Express Co., of which he has since been president continuously. In the autumn of 1863, in consequence of failing health, he received from the President of the Confederate States a passport and permission to leave the South by whatever route he might select. Sailing from Wilmington, N. C., the same year, in the ship Hansa, he went to the Bermudas, thence to Europe, where he passed a year, and in the autumn of 1864, with health restored, he returned and resumed charge of the express business in the South.

In 1867, he became president of The Texas Express Co. and has held the position up to the present time. When in 1854 Mr Plant first visited Florida for the sake of his invalid wife, access to Jacksonville could be had only by steamboat up St. John's river. The mild climate of that city prolonged Mrs. Plant's life for years and Mr. Plant made many yearly visits thereafter to the place. He saw the need of railroads in the State, but, although buying stock in various Florida and Georgia companies from time to time, he could not engage in railroad enterprise actively until 1879.

In 1879, with others, Mr. Plant purchased The Atlantic & Gulf Railroad of Georgia, and subsequently reorganized the company as The Savannah, Florida & Western Railway, of which he has since been president. After this reorganization, he shortened the line to Florida by constructing the road from Waycross to Jacksonville, which was followed by an extension of the line by way of Live Oak to Gainesville, and from Bainbridge to Chattahoochee in Florida, connecting with The Pensacola & Atlantic Railroad. Later on, the road between Thomasville and Monticello was constructed.

In 1880, Mr. Plant purchased with associates and rebuilt The Savannah & Charleston Railroad, which had been in the courts for many years and as a property had deteriorated. He improved the rolling stock and made it a solvent concern. It is now known as The Charleston & Savannah Railway.

In these enterprises, it was the purpose of Mr. Plant and his associates to extend and add to the various properties, and they believed this could best be accomplished under a single organization with ample powers. With this object in view, several of his associates being residents of Connecticut, the birth place of Mr. Plant, a charter was obtained in 1882 from the Legislature of that State and The Plant Investment Co. organized. Mr. Plant became president and remains such to the present time. Among his associates were W. T. Walters and B. F. Newcomer of Baltimore, E. B. Haskell of Boston, Henry M. Flagler and Morris K. Jesup of New York, and Lorenzo Blackstone, Henry Sanford, Lynde Harrison, H. P. Hoadley and G. H. Tilley of Connecticut. Since the formation of The Plant Investment Co., several properties have been acquired by purchase. In 1885, they bought The South Florida Railroad, at the time running only between Tampa and Kissimmee, which was changed from narrow to broad gauge with an extension of the line to Port Tampa, Fla., which is the port of entry for the West India fast mail steamers (Plant Steamship line) between Port Tampa and Havana, Cuba. Subsequently, the line was extended north from Lakeland to a connection with the Gainesville division of The Savannah, Florida & Western Railway at High Springs, thus completing the line from Charleston, S. C., to Port Tampa, Fla. Thereafter, the company acquired, in 1887, The Brunswick & Western Railroad between Brunswick and Albany, Ga., via Waycross, which road was rebuilt; in 1889, The Alabama Midland Railway from Montgomery, Ala., to Bainbridge, Ga.; and in 1892, The Silver Springs, Ocala & Gulf Railroad, extending from Ocala to Homosassa and Inverness, Fla. In 1893, The Tampa & Thonotosassa Railroad was constructed from Tampa to Thonotosassa, and The Winston & Bone Valley Railroad purchased to accommodate the people of the phosphate mining districts. In 1894, The Abbeville Southern Railway from Abbeville, Ala., to a junction of the line of the Alabama Midland Railway was built. The system has been extended in 1895 by purchase of The Florida Southern Railway and The Sanford & St. Petersburg Railroad, both narrow gauge roads. Preparations are being made to change them to standard gauge.

In addition to the railway properties enumerated, Mr. Plant established two lines of steamboats, one in 1880 to run between Jacksonville and Sanford, which was discontinued upon the completion of the railway between these two points; the other on the Chattahoochee river, known as the People's line, plying between Columbus and Bainbridge, Ga., and Apalachicola, Fla. In 1886, he established The Plant Steamship Line for regular service between Port Tampa and Key West, Fla., and Havana, Cuba, under contract with the United States Post Office Department for carriage of the Key West and Havana mails and for occasional service between Port Tampa and the Island of Jamaica, with regular service between Port Tampa and Mobile, and Port Tampa and points on Manatee river.

Subsequently, the line of The Canada Atlantic Steamship Co., Ltd., running between Boston and Halifax, was acquired by purchase and chartered under the Dominion Government as The Canada Atlantic & Plant Steamship Co., Ltd. In 1893, the North Atlantic line of steamers was added to the line through purchase, and the route between Boston, Cape Breton and Prince Edward Island is now operated by the company referred to.

Finding it to be desirable to furnish good accommodations to tourists and travelers in Florida and *en route* to points beyond, the Inn was constructed at Port Tampa and is kept open all the year, while the Tampa Bay palace at Tampa, known far and wide as a modern wonder, and the Seminole at Winter Park, Fla., are open for guests during the winter season.

Mr. Plant's career is a remarkable example of what can be accomplished by untiring industry and indomitable will. His enterprises have contributed largely to the growth of the South and are a monument to his genius, energy and perseverance. The people of Florida cheerfully acknowledge the great obligations under which they have been placed by the labors of this energetic and capable man. In recent years, he has made his home in New York city, spending each summer in Branford, Conn. He is a member of the Union League club and The New England Society here, a man of commanding appearance, genial nature, dignified and courteous manner, and as modest as he is competent.

JOHN RUTHVEN PLATT, merchant, born in New York city, Oct. 18, 1820, is a son of Isaac L. Platt, one of two brothers, twins, the other being Jacob S., born in Freehold, Greene county, N. Y., April 5, 1793, who came to New York city about 1806-7, rose to success as business men, and, among their other ventures, opened Platt street and built the stores there. Isaac L. Platt was one of the founders of The Chemical Bank and The Pennsylvania Coal Co. The family is an old one, the name of Isaac L. Platt appearing in the original charter granted by Governor Nichol to the town of Huntington, L. I. The line descends to the present generation through Epenetus; Major Epenetus; Dr. Zophar (Jan. 30, 1705-Sept. 1792); Ebenezer; Israel, a captain in the American Revolution; Stephen, a lieutenant in the Revolution, and Isaac L. Platt. The latter married Marion E. Ruthven, and had three sons, John R., Samuel R. and Isaac S. Platt. John R. Platt spent two or three years in Prime's school in Sing Sing and finished his education under the tuition of Forrest & Wyckoff in Warren street in this city. At the age of fourteen, he took his place in the store of Stephen Conover, 327 Broadway, as a clerk, and toiled from 7 A. M. to 9 P. M. for \$100 a year. About 1836, he found a better position with Latourette, the fur merchant,

corner of Pine and Pearl streets, but when, in the crash of 1837, every one in Pearl street failed, Mr. Latourette went with the rest and Mr. Platt lost his employment. Joining his father then in the importation of plate and looking glass and bolting cloths for flour mills, Mr. Platt stayed with him, succeeded to the business, and carried it on until 1873, when he retired. After his father's death, Oct. 22, 1875, he succeeded that exceedingly competent man as a director of The Pennsylvania Coal Co., and is now senior in term of service in the board. He is also a director of several insurance companies. June 15, 1850, Mr. Platt married Mary E., daughter of Lemuel Pomeroy, owner of the Copake Iron Works in Columbia county. Their two children are Aurelia P., wife of William J. Cassard, and Mary A., wife of E. V. S. Pomeroy, now resident in Nebraska. Early in life, 1838-39, Mr. Platt joined the 5th company of the 27th N. Y. Art., now the 7th Inf., signing the roll in the office of Carpenter & Vermilye, opposite the present Custom House. This regiment had seven companies of foot, a troop of horse and park of artillery. Mr. Platt carried a flintlock musket in this organization for seven years and was discharged in 1846. He was also active in the old fire department, being a volunteer in No. 5 Engine Co., before he came of age, and, in January, 1847, No. 36 Hose Co., composed of merchants and merchants' clerks. He was one of the originators of No. 28 Engine Co., and its foreman for several years, and afterward foreman of Hose Co. No. 29, first at Fifth avenue and 21st street and later on 18th street. When the old companies were legislated out of existence in 1865, he was president of the organization, which was continued as a beneficiary institution and yet exists. He is a member of the New York Yacht club, and for twenty years was treasurer of the Olympic club, the oldest in existence as a country club.

SAMUEL REYNOLDS PLATT, manufacturer, born in New York city, July 4, 1828, died here Dec. 2, 1884. He was a son of Isaac L. Platt. With a fair education, he entered the employment of Walsh & Mallory, dealers in hardware in Pearl street, while yet a young man, and later with his brother-in-law, John P. Adriance, formed the firm of Adriance & Platt, for the importation of hardware. Having become interested in the patent for the Buckeye mowing machine, this branch of their business proved so important that they devoted themselves entirely to the manufacture of the machine, building large works at Poughkeepsie, N. Y., for the purpose. Following his father's death, about 1875, Mr. Platt became largely interested in The Pennsylvania Coal Co. and was also a director in The Chemical National Bank. He was an enthusiastic yachtsman, served at one time as rear commodore of the New York Yacht club, owned the famous schooner Montauk, which was built for him, and made several extended cruises with this boat. Mr. Platt never forgot the obligations of wealth and was liberal and discriminating in his charities. He and his brother, John, joined the Union League club when first organized, and were liberal in contributions to equip troops raised in the city. He was also a member of the New York club. June 23, 1852, he married Susan A., daughter of Peter Neefus, an old merchant, and was survived by one son, Furman Neefus Platt.

HENRY D. POLHEMUS, banker, who died at No. 88 Remsen street, Brooklyn, Feb. 14, 1895, in his sixty-fifth year, enjoyed the honor of descent from the Rev. Johannes Theodorus Polhemus, minister of the Dutch Reformed Church of Flatbush, L. I., in 1654. For generations, the family lived at Flatbush upon a farm which is now thickly covered with homes. Mr. Polhemus was born in the old homestead in

Gowanus Lane, the son of Theodorus and Rebecca B. Polhemus, and was the last of his line, his brothers, Theodore and Ditmas, having died before him. He grew up a handsome, athletic young man and an enthusiastic lover of base ball and woodland sports. He was at one time a volunteer fireman. At the usual age, Mr. Polhemus entered business life in New York city in the employment of Fox & Polhemus, manufacturers of cotton duck. When he became a partner, and, later succeeded to the business, he infused great spirit into the trade and carried it on with marked success. As his means increased, he became by investment a director of The Long Island Bank, The Brooklyn Gas Light Co., The Brooklyn Heights Railroad, The Delaware, Lackawanna & Western Railroad, and other corporations. A sound, sensible, busy man, loyal to the city of Brooklyn in which he dwelt, and active in promoting the public welfare, he won the cordial regard of every one who knew him. He was a director of the Brooklyn club twenty-seven years, vice president for three years and at his death its president, as well as president of The St. Nicholas Society of Brooklyn, the Cuttyhunk Fish club, vice president of the Robbins Island club, a member of the Montank, Hamilton, Germania, Riding and Driving, New York, New York Yacht and Larchmont Yacht clubs, and honorary member of the Excelsior club, organized by members of the Excelsior ball team, to which he once belonged, and trustee of the Long Island College Hospital, The Brooklyn Academy of Music, the Eye and Ear Hospital and The Long Island Historical Society. His wife, Caroline D., daughter of William S. Herriman, alone survived him.

EDWARD ERIE POOR, merchant and banker, is an excellent type of that class of sound, prudent and progressive men, who have come to the metropolis from New England, and filled so large a place in the affairs of this city. He is a native of Boston, Mass., and was born Feb. 5, 1837. His father's family derives its origin in this country from John Poor of Wiltshire, England, who in 1635 settled in Newbury, Mass. An excellent genealogy of this family has been published by Alfred Poor of Salem, Mass. The subject of this sketch is in the seventh generation of descent in the direct line from John Poor. His maternal ancestor, Lieut. Francis Peabody, also an Englishman, moved to the new world from Hertfordshire in 1635, settling in Ipswich, Mass., and founding another important family. From him descended George Peabody, banker and philanthropist, whose cousin, Jeremiah Peabody, was the grandfather of Mr. Poor. The history of the Peabody family was published by David Clapp & Son of Boston, in 1867.

Graduating from the public schools of Boston, Mr. Poor entered in 1851 the dry goods commission house of Read, Chadwick & Dexter on Milk street in Boston. In 1864, he removed to New York city and at No. 32 Barclay street opened a commission dry goods house, having made such connections as insured him a trade from the start. The sign over his store bore his own name only until 1865, when it was changed to Denny, Jones & Poor, later to Denny, Poor & Co. Time has wrought the usual changes in the personnel of the firm, but the name of Denny, Poor & Co is yet retained at their location 114-116 Worth street, in the heart of the present wholesale dry goods district, but Mr. Poor is the senior partner. A large business is transacted, requiring the maintenance of branch stores in Boston and Chicago. The firm are agents for various important manufactories in New England and The Passaic Print Works of Passaic, N. J., of which latter corporation Mr. Poor is a director.

An unwritten law, based on personal character, makes the merchant who is suc-

cessful in the best sense a desirable accession to the governing boards of banking institutions, and Mr. Poor has been drawn into finance, as have been so many of his colleagues in the wholesale dry goods trade. He was one of the incorporators of The Dry Goods Bank, and a director until its voluntary liquidation. In 1888, the stockholders of The National Park Bank elected him a director of that famous institution. Experience proved him a valuable coadjutor in the board, and in 1893, he was chosen one of the vice presidents of the bank. The duties of this position are by no means nominal. They exact from Mr. Poor constant attention, and his best thought and his time are equally divided between his financial and commercial interests.

Always a Republican in politics, Mr. Poor votes for the candidates of the party when they meet with his approval, but has refused every suggestion looking to a nomination for public office. He is pre-eminently a man of practical affairs and finds enjoyment and ample scope for his ambition in their management. He has been a member of the Chamber of Commerce since 1872, and of the Union League club since 1870. He is also a member of the Manhattan and Merchants' clubs and a life member of The New England Society.

In 1859, he was married to Mary Wellington, daughter of Washington J. Lane of West Cambridge, Mass. This union has brought them seven children: Edward E. Poor, jr., and James Harper Poor, who are partners in their father's firm; Dr. Charles Lane Poor, who, after taking the degree of Ph. D. in Johns Hopkins University, has been appointed associate professor in astronomy in that institution, and has won distinction by lectures and papers upon this science; Frank Ballou Poor, a banker; Horace F. Poor; Helen, wife of William C. Thomas of South Carolina, and Emily Clark Poor. The family make their home in town in the winter but spend the summers in the country or in travel.

HENRY WILLIAM POOR, banker, stock broker and author, a man thoroughly American in sentiment, an authority of world wide reputation in railway matters and statistics, and for character and accomplishments highly regarded, was born in Bangor, Me., June 16, 1844. All of his ancestors on both sides of the family originated in England and established themselves in Massachusetts in the earliest colonial times, where they shared in all the activities of their day for subduing the wilderness and the Indian tribes, planting a commonwealth, and creating in the new world a representative form of government. Ezekiel Merrill, great-grandfather of Mr. Poor on his father's side, held a commission as an officer and wielded a sword bravely in the American Revolution. He served in Colonel Gerrish's regiment, April 19, 1775, when the Minute Men in New England were summoned, at the time of the Lexington alarm, to withstand the aggressions of the British troops, and had the honor to be present in the American army at the time of Burgoyne's surrender at Saratoga, Oct. 17, 1777. In 1785, this old Revolutioner moved to Andover, Me., situated among the mountains of Oxford county near the Rangeley Lakes and there, in 1791, built the Merrill House, an old homestead of the colonial style, which is now owned by the subject of this biography and occupied by him as one of his country seats.

Benjamin Franklin, great great uncle of Mr. Poor on his mother's side, performed services in the period of the struggle for independence, which are historic and require no further mention. On his mother's side, also, Mr. Poor is a grandson of the Rev. John Pierce, who presided over the first parish church in Brookline, Mass., for over



Henry W. Poor

fifty years and was a prominent figure in the annals of Harvard University, his picture occupying a conspicuous position in Memorial Hall at Cambridge, Mass.

His father, Henry V. Poor, a graduate, in 1835, of Bowdoin College, Maine, was a lawyer in Bangor, Me., until 1849, when he moved with his family to New York and was well known in this city in railway affairs and as editor of *The American Railroad Journal*, which he conducted until 1863. In 1865, he retired from active life and moved to Brookline, Mass. Since then, he has become the author of various financial and statistical works of great value and is yet living in a hale, hearty old age, greatly respected by all who know him.

Mr. Poor received a preliminary education in New York city, to which place he was brought when five years old, and graduated from Harvard College in the class of 1865. He entered upon the serious work of his career immediately on graduating, returning to New York city in August of 1865, and has ever since made the metropolis his home. Finding occupation at once as clerk in the then stock brokerage firm of Henry Fitch & Co., he learned in that house all the technicalities of the brokerage business and soon gained sufficient confidence to engage in business on his own account. Any man of receptive and tenacious mind, who is inspired with the least particle of determination not to remain in a rut but to make his own way in the world, will in due time leave a subordinate position and display to the world the sign, which announces that he is in business for himself. Mr. Poor's period of probation was an unusually short one, and in 1868, he established himself in business under the firm name H. V. & H. W. Poor in this city as a dealer in railroad securities. He then associated with himself the Hon. C. E. Habicht, Consul General of Norway and Sweden, in the importation of railroad iron as correspondent of the firm of Tiden, Nordenfelt & Co., of London. Mr. Nordenfelt became the maker of the heavy ordnance known as the "Nordenfelt gun" for the British Government. Mr. Poor's connection with this branch of the business, through the necessity of keeping a record of all railway companies and new construction undertaken by them so that he might be the first in the field in negotiation for the rails needed by them, led to the establishment by him, in 1868, of the now famous annual publication known as "Poor's Railroad Manual," which has ever since filled an important place in the railroad world. Embodying as it does, exhaustive financial information concerning every railway company on the continent, it is an absolute necessity to every manager of an American railroad, every operator in railroad shares and every statistician and writer on economic questions and is as well known in Europe as in this country. Mr. Poor gave extremely close study to the subject to which the Manual was devoted, and soon rose to the position of an authority upon railroad statistics. The firm of H. V. & H. W. Poor is yet in existence at No. 44 Broad street, as publishers of the "Railroad Manual" and other statistical works, Henry W. Poor having been the sole partner, however, since 1883. The period in which Mr. Poor made his entrance into affairs was one of great activity in financial circles. The Civil War had come to an end, railroad building was the order of the day, the country was animated with a spirit of restless enterprise and Wall street became the centre of exciting operations. The firm of H. V. & H. W. Poor prospered from year to year and undertook the construction of several lines of railway, and the junior partner gradually gained the capital to engage in a regular banking business.

The now well known banking firm, of which Mr. Poor is the senior partner, was

organized in 1880, under the name of Anthony, Poor & Oliphant. They located their office at No. 19 Broad street and attracted important clients from the start. Various transmutations have since occurred in the personnel of the firm. In 1881, they organized as Poor, Oliphant & Co., changed to Poor & Oliphant in 1882, and taking the name of Poor, White & Co., in 1883, upon the addition to it of B. Ogden White, who had been for twenty years the secretary of the New York Stock Exchange. In 1884, the name was again changed to Poor, White & Greenough by accession of John Greenough, a classmate of Mr. Poor in Harvard College, and who formerly had been a leading merchant in the South American business, in which he had accumulated a fortune.

In 1886, the name was changed to Poor & Greenough, the title of the present firm. The house has always managed its affairs with prudence, energy and ability and is now prominent in Wall street, both partners being rated as millionaires. It represents a number of important foreign interests and corporations, has extensive English and continental connections, deals largely in railway and other securities, having issued upward of \$100,000,000 of railway loans, has borne a part in important railroad reorganizations, and has acted as financial agents of The Louisville, New Albany & Chicago Railway, The New York, Ontario & Western Railway, The Missouri, Kansas & Texas Railway and many other corporations.

Mr. Poor purchased a seat in the Stock Exchange, Oct. 2, 1890, and individually has made investments in and been active in the management of a large number of corporations, in which his counsel has been desired. He is at the present time president of The Kansas City & Pacific Railway; an active director of The Missouri, Kansas & Texas Railway; a director of The Bank of the State of New York, and chairman of The Sherman, Shreveport & Southern Railway; and a director of The United States Casualty Co., and the Consolidated Ice Co. He has also been connected at various times with many other corporations in an official capacity.

Mr. Poor is a man of refined and scholarly tastes and prominent in the social life of the city. He is an ardent student and a great lover of books and has, by careful and gradual accumulation, collected one of the finest private libraries in the city of New York; and he maintains his vigor for business pursuits by recreation in the open air, having been distinguished in youth for prominence in athletic sports and great physical strength. Among the clubs of which he is, or has been, a member are the Union League, Harvard, University, Players', Tuxedo, Country, Lawyers', Down Town, Riding, Racquet & Tennis, Seawanhaka Corinthian Yacht, American Yacht, Rockaway Hunting, Oval, Aldine, Grolier, Barnard, Lotos, City, Vaudeville, Arkwright, Lawrence, New York Athletic and Mendelssohn Glee of this city, and the Algonquin of Boston. He was the first president (1894) of Good Government Club F, and is treasurer of the Parmachenee club, a sporting club in Maine. By virtue of lineal descent from Ezekial Merrill above referred to, he is also a member of The Sons of the American Revolution in this State, and from public spirit and interest in their objects he became a member of The New York Historical Society, life member of The New England Society and The American Institute of Fine Arts, a member of The New York Geographical & Statistical Society, The Metropolitan Museum of Art and The American Museum of Natural History and The Hakluyt Society of London. He is also a director of The Symphony and Oratorio Societies and a member of The Musical Art Society. He was married Feb. 4, 1880, to Constance Brandon, and is the father of four children,

Henry V., born 1880; Edith, born 1882; Roger, born 1883, and Sylvia, born 1892.

GEN. HORACE PORTER, orator and man of affairs, was born in Huntingdon, Pa., April 15, 1837. His ancestors were long identified with the early history of Pennsylvania. His grandfather, Andrew Porter, born in Worcester, Pa., Sept. 24, 1743, and the proprietor of a scientific school in Philadelphia, left the arts of peace in 1775 to join the forces of the American Revolution, as captain of marines and then of artillery, served entirely through the War, and was promoted from rank to rank until he became Colonel of the 4th Continental Art., and later Brigadier General. After the War, he was commissioned Major General of militia and, after service as Commissioner for surveying the boundary lines between Pennsylvania and Virginia, declined the positions of Brigadier General in the regular army and Secretary of War, tendered by President Madison. David R. Porter, son of the latter, an iron master, located in Huntingdon, served for a number of years in the Senate of Pennsylvania and was twice Governor of the State. Horace, youngest son of David R. Porter, was educated at the scientific school of Harvard University and graduated from the West Point Military Academy in 1860. He served in the field during the Civil War and during the four years of that struggle rose through every grade of the regular army up to that of brevet Brigadier General. Promotion by brevet was accorded to him on six different occasions for "gallant and meritorious services." He served during the latter part of the War upon General Grant's staff and as private secretary to General Grant when the latter was President. Since the War, he has become conspicuous in civil life by his management of important and successful business enterprises and by the display of ability in the field of oratory and literature. He has been president of several railroad companies, vice-president of The Pullman Car Co., and a director in a number of prominent financial institutions. He is president of the Union League club, The Grant Monument Association, The Society of the Army of the Potomac, and The National Society of the Sons of the American Revolution, commander of the New York Commandery of the Loyal Legion and of the Washington Post, G. A. R., vice president of the Chamber of Commerce, and a member of the Metropolitan, University, Lotos, Grolier, Century, Players', Lawyers', and Authors' clubs of New York city, and many other organizations, including geographical and historical societies. In 1894, he received the degree of LL.D. from Union College. In 1864, he married Miss McHarg of Albany, and to them have been born Horace M., Clarence, William and Elsie Porter. General Porter has in recent years become one of the favorite after dinner and public orators of New York city. He is greatly in demand and has delivered orations on many occasions of public moment as well as innumerable speeches and lectures upon other occasions, social, literary, patriotic and commercial. He speaks several of the modern languages, and among his literary works are a number of books and magazine articles, which have commanded public attention.

CLARKSON NOTT POTTER, LL.D., lawyer, born in Schenectady, N. Y., April 25, 1824, died in New York city, Jan. 23, 1882. He was the oldest son of Alonzo Potter, Bishop of Pennsylvania, and a descendant of colonists who settled at Warwick Neck, R. I., in 1640. His grandfather, Joseph Potter, removed from Warwick to Dutchess county, N. Y., soon after the American Revolution and represented that county in the Colonial Legislative Mr. Potter graduated in 1842 from Union College, and in 1843, from the Rensselaer Polytechnic Institute. For some time, he followed

surveying in Wisconsin. He studied law in that State and after his admission to the bar came to New York in 1848 to practice. He soon rose to great prominence and during his last ten years practiced exclusively before the Court of Appeals and the United States Supreme Court. In 1848, Mr. Potter entered politics as a Free Soil Democrat, and although he held extreme State's rights views, was active in raising troops during the War and aiding the soldiers. He was elected to Congress from the Westchester district in 1868, 1870, 1872 and 1876. Qualities both brilliant and sound made him easily a leader and he promoted with success all reform measures and opposed legislation which had for its object the favoring of private or personal interests, including Southern war claims. Although re-nominated for Congress in 1878, he declined. In 1879, he declined to be a candidate for Governor, but was nominated for Lieutenant Governor and defeated by only 230 votes. At his death, he was president of the National Bar Association, a member of various societies and director or trustee in a number of public institutions. In appearance, he was tall, erect and well built, with dignified manners. In 1873, Columbia College made him a Doctor of Laws.

ORLANDO BRONSON POTTER, LL. D., lawyer, manufacturer and financier, was the author of the national banking system of the United States and a man, who, beginning life without capital, rose from the farm by useful and legitimate enterprise and the exercise of an indomitable determination to great prosperity and influence.

The founders of the family were Puritan pioneers of New England. John Potter, the emigrant ancestor, was born in England in 1607 and came to the New Haven Colony in 1638, signing the "Plantation Covenant" of June 4, 1639. Samuel Potter, Orlando's father, was born in Hamden, grew to young manhood in Northford, New Haven county, Conn., and removed to Charlemont, Mass., in 1819, transporting his effects thither with the aid of two ox teams. Settling upon a farm, he was married soon afterward to Miss Sophia Rice, a descendant of Edmund Rice, who came from Barkhamstead, England, in 1638, and became a resident of Sudbury, Mass. Moses Rice, her great grandfather, the first settler and principal proprietor of the town of Charlemont, was killed by Indians in 1755, while defending a fort he had built to protect the settlement.

Orlando B. Potter, the third of ten children, was born in Charlemont, Suffolk county, Mass., March 10, 1823. During his early life, he found occupation in the work of the farm and for six years was virtually manager of the farm, his father being absent a large part of the time on public business. The lad acquired his powerful physique and unfailing good health during those early years of cultivation of the soil. Every fall and winter, he attended the country school and in 1841 entered Williams College. For two years, he was one of the foremost students in his class, but ill health and lack of funds compelled him to withdraw in his sophomore year. Mr. Potter experienced more than ordinary hardship in gaining his start in life. A commonplace man would have been turned back by the difficulties which confronted him, but he was resolved to succeed and persevered in spite of all obstacles. After a short mackerel fishing trip for the benefit of his health, he taught school for a while in the academies of East and West Dennis on Cape Cod. Choosing the law as his profession, to obtain the money with which to begin his studies, he arranged, in the spring of 1845, to teach a class of young ladies every afternoon, and he then rented several acres of ground, fertilized the land with sea weed cut from the rocks with his own hands at low tide,



O. B. Potter

and cultivated this tract as a garden every forenoon. In August, 1845, he closed the school, harvested his garden produce, sold all that he could at home, and then transported the residue by a fishing schooner to Providence, where he sold his produce from house to house with a horse and wagon. With the money thus laboriously earned, he entered Harvard Law School in the same class with Rutherford B. Hayes and also studied in the office of Charles G. Thomas in Boston. When his scanty supply of money was exhausted, he taught school for two terms and a part of the time lived in bachelor's apartments in an attic, buying and cooking his own provisions. He was admitted to the bar in 1848. Mr. Thomas had formed a great liking for the young man and offered to admit him to partnership but this he declined and he opened an office on Court Square in Boston. He attended this every day and another in South Reading, ten miles away, which he visited every evening. He displayed considerable energy and skill in the collection of bad debts, and in two years' time had created a profitable practice. From this time forward, fortune sped him on his way. Having been retained to defend William O. Grover and William E. Baker, two young men engaged in the manufacture of sewing machines, against an unjust claim, he soon entered into partnership with them in the firm of Grover, Baker & Co., and took charge of the legal and financial branches of their business. In partnership with these men, Mr. Potter rose in due time to wealth.

He was married, in 1850, to Martha G. Wiley, daughter of Benjamin B. Wiley, of South Reading, Mass. This union brought them seven children, of whom four are living, Frederick, his son, and three daughters, Mary, the wife of Walter Geer, Blanche and Martha. Mrs. Potter died in 1879. Mr. Potter was again married to Mary Kate Linsly, a daughter of Dr. Jared Linsly.

In May, 1853, Mr. Potter moved to New York to establish an office for his firm and the following year incorporated the business as The Grover & Baker Sewing Machine Co. Mr. Potter became its first and only president. He was the general manager and selling agent of the Grover & Baker machines and directed the policy of the company in all its details. When, in 1876, the active life of the company ended, Mr. Potter retired permanently from commercial pursuits the possessor of an ample fortune. From that time, he was occupied with public affairs and investments.

Mr. Potter was always the financial manager of The Grover & Baker Sewing Machine Co., and the extended business of his concern which penetrated to every part of the Union, brought him face to face with the unsatisfactory nature of the money of the old State Banks, then in circulation. Bills issued in one State were at a discount in another, and Mr. Potter was compelled to pay a heavy premium for drafts upon New York. While other merchants were confronted with the same situation, Mr. Potter was the first man to propose a solution of the trouble. Aug. 14, 1861, shortly after the first battle of Bull Run, he wrote to Salmon P. Chase, then Secretary of the Treasury, a letter, too long for insertion here, which may be found in the files of the Treasury Department, in which he suggested for the consideration of the government a plan for the creation of national banks, whose circulation should be based on the deposit of government bonds. He outlined the whole system, answered various objections, and placed before Mr. Chase a complete system of banking, which should obviate all the loss and confusion inherent in the old State banks plan. A few extracts from his letter will show how accurate was his comprehension of the subject:

“First.—It is obvious that the bills thus secured will have in whatever State issued, a national circulation, and be worth the same in all parts of the country; nay, these bills will be worth *their face* wherever commerce is known. A ready medium of exchange would be always at hand throughout the country and between all parts of it, and all fluctuations and trouble in this respect would be forever ended.

“Second.—The fact that in this way banks and bankers could obtain a national circulation for their bills would make United States stocks eagerly sought after by them, and their price would be *always maintained at or above par*, though they bore only a low rate of interest. Four per cent's could never fall below par after the system is fairly understood and at work.

“Third.—This will enable capitalists in the older States, by investing in United States stocks, to engage in banking and furnish a currency to the younger States, which will be equally serviceable to them as if issued in their own States. A bill thus secured, issued in Boston, will circulate as well in Oregon as if issued in Oregon, and probably better. * * * *

“If it is thought more prudent, but ninety per cent. of the stocks deposited may be issued in bills, and thus all fluctuations in the stocks be provided against. * * * *

“The adoption of this plan could not fail to put an end to all financial troubles during the war, and be an increasing benefit and blessing ever after; while it would supply all the means required for the war, it would instantly enable the older and newer portions of the country to increase their trade with each other, by supplying to such newer portions an abundant and perfectly safe currency.”

This letter was addressed to one of the most eminent and patriotic of the financiers of the day, and was carefully considered both by Mr. Chase and by President Lincoln. The subject being presented to Congress, Mr. Potter's plan was adopted with slight modifications, and was enacted Feb. 25, 1863, in the National Banking Act. This important public service has forever identified the name of Mr. Potter with the history of his country.

In politics, Mr. Potter was in his early life a Whig and he voted for Mr. Lincoln in 1860. But, always independent in mind, he became a Democrat after 1861, in order to oppose centralization of power in the Federal Government. He was nominated for Congress from New York city in 1878, but was defeated. Renominated in 1882, he was then elected and performed efficient service for the next two years. He served on the Committee on Banking and Currency and the Committee on Expenditures in the Treasury Department. He voted against every proposition which aimed at centralization of power and was conspicuous in various important debates. The extension of free carrier delivery in towns and cities not then supplied with that service found him a successful champion. May 14, 1884, he opposed a reduction of salaries of American Ministers and Consuls, in order that the doors of the foreign service should not be closed to men of moderate means. He was almost the only member of the Democratic side who urged that power should be given to the President to acquire control of the route for the Nicaragua canal. In opposition to the Democratic party in Congress, he favored successfully the Senate amendment to pay American ships for carrying the ocean mails a price equivalent to that paid foreign ships for the same service.

Mr. Potter was offered a nomination to Congress in 1884, but declined. In 1886, he was nominated unanimously for the Mayoralty of New York by the committee of

one hundred citizens, engaged in an independent movement. He declined the honor and cordially co-operated in electing Abram S. Hewitt, who was then placed in the field.

From the beginning of his residence in New York, Mr. Potter displayed a degree of public spirit which was remarkable. He had an abiding faith in the future of New York as the commercial emporium and the financial and social center of the continent. He labored steadily for the good government of the city and was prominent in all reform movements. He was a member of the Council of Political Reform after the exposure of Tweed, and originated and secured the enactment of the laws, under which the debt of New York city is being refunded at a low rate of interest. When the Legislature passed a law for the destruction of the Croton reservoir at 42d street, he contested the proceeding stubbornly, proved the unconstitutionality of the law, and received a vote of thanks from the Common Council for his valued services. He was a member of the first Rapid Transit Commission.

By degrees, Mr. Potter became a large owner of real estate. His confidence in the destiny of New York city was illustrated after the panic of 1873. At a time when industry and business were paralyzed, he was bold enough to buy the large property on the southwest corner of Astor Place and Lafayette Place, upon which he erected a large building. He was the owner of the building formerly occupied by *The New York World* at the corner of Beekman street and Park Row, extending through to Nassau street, which burned down in 1882, and, at a period when scarcely another large building was being constructed in New York city, he erected on this site the eleven story Potter Building for office purposes, then the tallest of the kind in the city and ever since a profitable investment. There were few years in which his workmen did not make some substantial addition to the city's taxable property, either in the form of stores, warehouses or office buildings.

In 1870, Mr. Potter bought a farm of several hundred acres on the Hudson river, a mile and a half above Sing Sing, where he established his summer home. He spared no expense in improving this property, and a large part of the flowers, milk and other products were given to the poor of New York city. He was fond of bringing poor children from the city to enjoy a little of the life of the farm. He was president of The New York State Agricultural Society in 1891-92.

In May, 1892, Mr. Potter bought at auction, at a price above their real value, the open lots on Convent avenue between 142d and 143d streets, on which stand the thirteen gum trees planted in 1802 by Alexander Hamilton, in commemoration of the union of the thirteen original States. The shoots for these trees were cut by Mr. Hamilton from trees at Mount Vernon on the Potomac. Mr. Potter's only purpose was the preservation of this historic memorial, and it was his intention to present the land on which the trees stand to the city for a park.

He received the degree of Doctor of Laws from Williams College in 1889.

A member of the New York Chamber of Commerce and Board of Trade and Transportation, Mr. Potter was also a trustee of The Bleecker Street Savings Bank and vice president of The Hospital for the Ruptured & Crippled. He did not care for clubs, except in so far as they might be useful in public undertakings, and he joined only the Democratic, Reform, Patria and Commonwealth clubs, and the Civil Service Reform, Bar, and Williams Alumni Associations. He was a member of the American Institute of Civics, The Sons of the Revolution, and The New England Society. With charac-

teristic public spirit, he was a supporter of those useful institutions, The Metropolitan Museum of Art and The American Museum of Natural History.

Mr. Potter died suddenly Jan. 2, 1894. His death removed from this city a man of fine natural endowments, spotless probity of character, and useful influence, but he left behind him a record which should prove an inspiration to every American boy who can emulate his perseverance, self denial, honesty and genius.

ADRIEN ALEXIS POTTIER, manufacturer, born March 9, 1845, in Paris, France, died in New Rochelle, N. Y., Aug. 14, 1891. He was a son of Alexis Pottier, a cabinet maker, and of Adeline, his wife, both natives of France. Brought to this country an infant and educated in the public schools, he was apprenticed to Dubois & Co. to learn the carving trade. In 1870, he began to manufacture chairs and sofas for the trade, and in 1873 entered the corporation of The Pottier & Stymus Manufacturing Co. as a salesman. This house, organized in 1855, had been made a stock company in 1869. From 1855 until 1884, the business was carried on at the large factory on Lexington avenue between 41st and 42d streets, but warehouses were opened at Fifth avenue and 42d street in the year last named. In 1886, August Pottier, uncle of the subject of this memoir, withdrew from the presidency and Adrien A. Pottier succeeded him, holding the place until his death. The great Lexington avenue fire of March, 1888, destroyed their immense factory, causing a loss of a million dollars. The corporation then erected a new fire-proof factory upon the old site. In 1869, Mr. Pottier married Laurena, daughter of John Magendie. No children were born to them.

FREDERIC A. POTTS, merchant, born in Pottsville, Pa., April 4, 1836, died in New York city, Nov. 9, 1888. A member of an old New Jersey family, belonging to the Society of Friends, he was a son of George H. Potts, president of The National Park Bank and one of the first shippers of Pennsylvania coal by canal to the seaboard. At the age of nineteen, the subject of this memoir became a salesman for Louis Audenreid & Co., coal merchants, of which firm his father was a partner. In 1865, he was admitted to partnership and on the death of Mr. Audenreid, in 1874, continued the business under his own name for five or six years, when he adopted the title of F. A. Potts & Co. The firm were selling agents for The Lehigh Coal & Navigation Co., The New York, Susquehanna & Western Coal Co. and the Lehigh & Wilkesbarre Coal Co., and Mr. Potts also had coal mining interests of his own. He was a man of strong mind, clear judgment and fine abilities and gained the affectionate esteem of a wide circle of friends. At various times, he was a director of The Central Railroad of New Jersey, a stockholder of The Jersey Midland Railroad, president of The New York, Susquehanna & Western and The New York & Sea Beach Railroads; vice president of The National Park Bank and a director of The Mutual Benefit Life Insurance Co. of Newark and other associations, as well as a member of the Union League, Union and Century clubs. Defeated for Congress in 1872 and 1878 in a strong Democratic district, he was, in 1874, elected State senator from Hunterdon County, N. J., and served the Republican State Committee of New Jersey as chairman for many years. In 1880, he was defeated for Governor by a small vote.

ALFRED J. POUCH, merchant, born in Brooklyn in 1844, began his prosperous career as clerk for Wallace & Wickes, wholesale merchants of provisions in New York city. In 1866, he associated himself with the late Jabez A. Bostwick in the petroleum trade and largely through his own energy and untiring labors, finally rose

to a prominent position in the financial world. Mr. Bostwick having opened a branch house in Cleveland, in which city oil refining was then mainly carried on, placed his young assistant in charge of it, and during Mr. Pouch's stay of five years in Cleveland, he made the business the largest of its class there. In 1871, he returned to Brooklyn and identified himself with The Standard Oil Co., as a shareholder and active manager, and has since been at the head of the crude oil export department. He is now president of The American Dock & Trust Co., which with a capital of \$1,000,000 was organized to build warehouses for the storage of cotton and to loan money on cotton. It has been exceedingly successful and handles about one third of the cotton stored in this port. He was one of the chief promoters of The Brooklyn Elevated Railroad and treasurer of the construction company, and followed that enterprise by purchasing large parcels of real estate in the 18th and 25th Wards and other parts of Brooklyn. He has since sold much of this property to advantage. He has been a director of The Hamilton Trust Co., and is a member of the Union League club of Brooklyn and notable for his purchase of the Graves mansion and its conversion into an art gallery.

CHARLES PRATT, merchant, born in Wilbraham, Mass., Oct. 2, 1830, died at his office, No. 26-Broadway, New York, May 4, 1891. He was one of the ten children of a hard working cabinet maker. At the age of ten, the lad found work on a farm near Boston and spent three years in this employment, attending school in winter. After a year in Boston as clerk to a grocer, he learned the trade of a machinist and earned money enough to secure a year of schooling at the Wilbraham Academy. At the age of nineteen, he entered the office of a firm dealing in paints and oils in Boston and then began a remarkably successful career. In 1850, he came to New York and secured employment with Schenck & Downing, merchants of oil, paint and glass. He worked hard, saved his money, and in three years joined C. T. Raynolds and Frederick W. Devoe in buying his employer's business. For ten years, the firm of Raynolds, Devoe & Pratt were active and growing merchants. In 1864 Mr. Devoe withdrew, and in 1867 the business was divided, Mr. Raynolds going on with paints and Mr. Pratt taking the oil business under the name of Charles Pratt & Co., and becoming a refiner of petroleum. He built a large factory at Greenpoint on Long Island and the name of Pratt's Astral Oil soon became well known as a trade mark. When a general consolidation of oil refining and producing led to the creation of The Standard Oil Co., Mr. Pratt was admitted to the trust on favorable terms. From that time forward, he was a leading spirit in The Standard Oil Co., and was its vice president at his death. Mr. Pratt invested his surplus income in real estate, street railroads, Western lands, banks and other successful enterprises. The name of Mr. Pratt has been permanently enrolled in the annals of Brooklyn by his gifts to education. For the sake of his own children, he fostered an existing school, caused its incorporation as the Adelphi Academy, and after 1879, was president of the board. Through his generosity, the school building at Lafayette avenue and St. James Place was doubled in size in 1880, and in 1886, he donated the means for putting up a handsome new building at Clifton and St. James Places, connected with the older part of the school. His gifts to the institution amounted to over \$250,000. In 1889, he founded the Pratt Industrial Institute on Ryerson street, near Adelphi Academy, to provide both manual training and a high school education and afford instruction in trades and useful arts to apprentices, clerks and others, who are employed during the day. Mr. Pratt expended over \$3,000,000 upon this enter-

prise. The income of the great Astral apartment house, at Franklin and India streets, built on the plan of the Peabody buildings in London, is devoted to the support of the Institute. He also honored the memory of his father by establishing the Asa Pratt free reading room in his native town. He was a thoroughly domestic man, a Baptist in religion and one of the founders of Emanuel Church in Lafayette avenue, to which he gave \$1,000,000. He was also a liberal contributor toward other charities. Mr. Pratt was married first to Lydia A., and then to Mary H., daughters of Thomas Richardson, and his children are Charles M., Frederick B., George D., Herbert Lee, John T., Harold I., Lillie R., wife of Frank L. Babbott and Helen Pratt —**CHARLES MILLARD PRATT**, son of Charles and Lydia A. Pratt, oil refiner, born in Brooklyn, Nov. 2 1855, graduated from the Adelphi Academy in 1875 and Amherst College in 1879. He then engaged in business with his father in The Pratt Manufacturing Co., 128 Pearl street, relieving the latter of much of the care of his vast business transactions. He quickly became a trusted assistant, developing the shrewdness and energy which had brought such large measure of success to the head of the family. In 1891, upon the death of his father, the management of the complicated interests of his father fell to his lot, and he has since demonstrated his own ability. He conducts the Pratt Astral Oil business, is a director of The Standard Oil Co., here, and first vice president of The Standard Oil Co. of Kentucky, vice president of The Long Island Railroad, president of the trustees of Pratt Institute, and director in The Mechanics' National Bank and The Brooklyn Trust Co. He is deeply interested in the welfare of Amherst College, and has presented the institution with a spacious and perfectly equipped gymnasium known as the Pratt Gymnasium, costing nearly \$50,000. May 8, 1884, Mr. Pratt married Mary Seymour, daughter of ex-Gov. Luzon B. Morris of New Haven, Conn., and his children are Morris, Theodore, Margaret R., Katherine E. and Richardson Pratt. He is a member of the Alpha Delta Phi, Montauk, Hamilton and Seawanhaka Corinthian Yacht clubs and The Amherst Alumni Association.

DALLAS BACHE PRATT, banker, born Feb. 4, 1849, in New York city, is the son of the Rev. Horace L. Edgar Pratt, an Episcopal clergyman, and of Kate Martin, his wife. The family are of English descent. Mr. Pratt's education was obtained in Trinity School and, at the age of sixteen, he secured employment in the banking house of Brown Bro's & Co. After sixteen years of service there, he became cashier of The Bank of America, resigning the position ten years later to enter the firm of Maitland, Phelps & Co., bankers and merchants. He is second vice president of The Ohio Falls Car Manufacturing Co. of Jeffersonville, Ind., a large concern with a capital of \$1,800,000. In May, 1881, he married Minnie G., daughter of Charles G. Landon, and four children have been born to them, Katherine Griswold, Alexander Dallas, Constance and Beatrice Pratt. Mr. Pratt is an earnest, able and judicious man, and very popular in the metropolis, and a member of three of the most exclusive clubs in the city, the Metropolitan, Country and Union League.

JULIUS HOWARD PRATT, manufacturer and railroad builder, was born in Meriden, Conn., Aug. 1, 1821. Graduating from Yale College, Mr. Pratt engaged in business in Meriden with his father, Julius Pratt, a manufacturer of ivory goods, and was employed in the selling department in New York, where he remained for eighteen years. The business grew to enormous proportions. Of ivory combs alone, the firm

manufactured \$500,000 worth annually, their sales extending to all parts of North and South America. Among their other products, were ivory handled cutlery and piano keys. In 1857, Mr. Pratt made his home in West Bloomfield, N. J., now known as Montclair, at that time merely a hamlet amid extensive farms. Mr. Pratt was foremost in promoting immediate local improvements and aided in building The New York & Greenwood Lake Railroad to provide competition and reduce the transportation rates. This road cost about \$5,000,000, but saved Montclair and the neighboring towns \$200,000 a year. Mr. Pratt impaired his fortune by unfortunate ventures, but in 1888, he proposed a new water system for Newark, to be operated on the principle of gravity and to draw a supply from the Pequannock river, a distance of twenty-five miles. To accomplish this, he formed The East Jersey Water Co., secured a contract and regained his fortune. He married a sister of A. S. Barnes, the publisher.

FRERIC PRENTICE, president of The Prentice and Excelsior Brown Stone Co's, can look retrospectively over a career diversified by fluctuations of fortune such as fall to the lot of few men. Several times he has, by his own efforts, amassed independent wealth and seen everything he possessed swept away by circumstances beyond human foresight. The magnitude of his transactions may be realized from the fact that although he started as a poor boy, with nothing except a merely rudimentary education, he has earned and lost by business reverses over twelve millions of dollars, has paid in full with interest all his indebtedness, and yet now finds himself possessed of large properties, with certainties in his grasp greater than ever before.

Mr. Prentice's forefathers were among the earliest English settlers in Connecticut. His father, Joseph Prentice, mother and two brothers moved to Brooklyn, N. Y. During the War of 1812, Joseph Prentice was largely engaged in Government contracting, amassing from seventy-five to one hundred thousand dollars, which was in those days considered a fortune. After the war, he, with Major Oliver M. T. Williams and others, formed an association for purchasing lands at the mouth of Swan Creek, Ohio, where Toledo now is, and appointed Mr. Prentice manager. There they laid out a town, to which they gave the name of Port Lawrence. In its first house, on December 6, 1822, Frederic Prentice first saw the light of day and was the first white child born on the town plot. Six years later, the senior Prentice, deeming the project for building a city premature, withdrew from the company, receiving as his share in its enterprise a tract, partly cleared by the Indians, in the southwestern part of the common territory. There he began maintaining his family by farming and working at the carpenter's trade, but a few years later he received a fall, which permanently disabled him and threw the burden of family care upon the mother and boy Frederic, then only thirteen, the father having expended and lost his money in trying to build a city before the growth of the country warranted.

The responsibility thus thrust upon the lad would, under any circumstances, have been serious, but was exceptionally so under the conditions prevailing in that portion of the West. Everything was high in price, except labor. Pork cost \$60, and flour \$25 to \$30 a barrel, calico cost 60 to 75 cents per yard, and all other necessities of life were in proportion, while wages were only 75 cents to \$1 per day. The boy had, however, a stout heart, indomitable energy and Yankee resourcefulness. With the help of his mother, of whom he speaks with fervent affection as "one of the best mothers and housekeepers who ever blessed a son," he managed to get along. Having been from



J. Prentiss

infancy associated with Indians and speaking their language as well as his own, he often acted as interpreter between them and traders or government agents. He was, indeed, the only interpreter the Indians would trust in serious matters. It was through him, acting in this capacity, that the Indians ceded the territory in the vicinity of Toledo, upon part of which Toledo now stands. The Indians set aside a tract of 320 acres of land, which is now included in the City of Toledo, for his services on that occasion, but his father would not allow him to accept the gift, saying that he did not want it said he or any of his family had been enriched by the poor Indians; he believed that a man should not be awarded more than a fair compensation for doing his duty. When not employed as an interpreter, Frederic spent his time hunting, fishing and trapping wolves. The wolves were so troublesome that it was impossible for the few farmers to raise sheep successfully, and to rid the country of the beasts the county and State gave a bounty of \$7.50 for each scalp. This was a great help to young Mr. Prentice, as he would sometimes in a single day during the winter capture a large number. His education was gained in four winters' attendance at a district school, two miles from home, and during the same time he cared for a small herd of cattle, provided firewood for his family, and did the many outdoor "chores" of the farm.

At the age of eighteen, Frederic Prentice engaged in the lumber business in a small way, supplying wood for steamboats, etc., and was married when only nineteen. His business prospered, and he soon began getting out ship and black walnut timber on a large scale, making extensive purchases of timbered land. After clearing off the timber, he resold the land in small tracts to actual settlers, thus aiding largely the development of that section. Before long, he was widely known as a large and prosperous dealer in timber and deservedly reputed a rich man.

In 1849, he was largely interested in the third train that crossed the plains to California after the discovery of gold, but his large investment was entirely wiped out by the great fire in Sacramento in 1850. His lumber business, however, increased largely. The close personal attention which its magnitude demanded made serious inroads upon his health, and he found it necessary to divide his business into two large companies to prosecute the trade, and he sold one half of his interest and temporarily retired from business. He went to Lake Superior to regain his health, and while there, in 1854, engaged in new enterprises, which seemed to be inviting. He interested himself in copper mining, banking and the purchase of lands, which he deemed valuable for timber and brownstone and suitable for the location of large cities in the future. One of the tracts he acquired was one mile square and located where Duluth now stands, but owing to an error in drawing the deed, it has brought him nothing except litigation with persons seeking to deprive him of his rights and a great outlay of money. Another purchase comprised a portion of the lands, whereon the city of Ashland, Wis., is now built, and the great brownstone quarries of Houghton, Wis., and Wilson or Prentice Island, Wis., now being operated by him.

In 1856, Mr. Prentice believed himself worth several millions of dollars. But the panic of 1857 left him in debt to the extent of over half a million dollars, mostly incurred by indorsements for friends and with no assets except unsalable land. By Herculean exertions he struggled along until 1859, when he borrowed a sufficient sum to start in the oil business, and soon achieved such success as to enable him to make a compromise with his creditors, paying fifty cents on the dollar. Within three years thereafter, he

was able to call his creditors together again and pay them not only the remaining fifty per cent. but interest thereon.

Mr. Prentice may justly be considered the oldest successful oil operator. He drilled the third well for petroleum in Pennsylvania and thereafter drilled over fifteen hundred wells in the State, forming The Producers Consolidated Petroleum Co., which paid in dividends over three million dollars; also, with others, founded The Producers' Land & Petroleum Co. on lands they bought on Oil Creek, with a paid up capital of \$2,350,000, for which the great refineries at Bayonne, N. J., were built in 1873 by himself, Oliver Ames and others of Boston, associated with him.

In 1888, Mr. Prentice started The Prentice Brown Stone Quarries at Houghton, Wis., on lands bought by him in 1854. The success of this company was so great that he decided to secure all the good brownstone land around, which he did not then control. He effected this, and in 1891 organized The Excelsior Brown Stone Co. The two companies now largely control the supply of this excellent building material, and Mr. Prentice expects to make up his former great losses. He yet owns large tracts of lumber, coal and oil lands, which must in time be of great value.

Mr. Prentice was a warm friend of President Lincoln during his life time and personally contributed over \$300,000 to the national cause during the Civil War. He is a member of the Union League club and The National Academy of Design.

EDWARD PRIME, banker, born in 1801 at No. 54 Wall street, in this city, died at Riverdale, N. Y., Aug. 22, 1883. He was a son of Nathaniel Prime, founder of the banking house of Prime, Ward, Sands, King & Co., and received part of his early education at a boarding school in Morristown, N. J., where his father and others of the family had been educated. When a young man, he entered his father's banking house as a clerk and, in 1846, became a member of Prime, Ward & Co., consisting of Nathaniel Prime, John Ward and Edward Prime. When his father died in 1848, he established the firm of Prime & Co., consisting of himself and his four sons. Mr. Prime retired in 1867. He was one of the founders of The New York Eye & Ear Dispensary. In his younger days, Mr. Prime was an active sportsman and is said to have been the first to bring to this country a pack of fox hounds, which he employed on Long Island. He left three sons, Nathaniel, Edward and Henry, and three daughters.

RUFUS PRIME, banker, born in New York city, died in Huntington, L. I., Oct. 15, 1885, in his eightieth year. He was a brother of Edward Prime. Graduating from Yale College, Mr. Prime afterward engaged in business as a stock broker and banker in Wall street. After his father's death, he devoted himself to the care of the latter's large estate. Long experience made him an expert in all questions relating to trusts, although he had no legal training, and excellent qualities as a business man brought him a fortune. He was a member of the Union club and a man of fine literary tastes.

JOSEPH PULITZER, journalist, born in Hungary in 1847, was educated by a tutor and came to America at the age of seventeen. Entering a cavalry regiment in the Union army, he served with credit until the end of the Civil War. He then settled in Missouri, where for a few years he met with much hardship. He was a man of spirit, however, and during a period of service in various employments steadily made his way, finally studying law. The law did not suit his enterprising mind, however, and in 1868, he became a reporter for the *Westliche Post* in St. Louis, a German newspaper conducted by Carl Schurz. In this field of work, Mr. Pulitzer found his vocation for

life and soon made his mark. He rose successively to the positions of city editor, managing editor and part owner of the paper. In 1878, he founded *The St. Louis Post Dispatch*, by buying *The Dispatch* and uniting it with *The Evening Post*. The snap, spirit and incessant enterprise of this paper soon made it a profitable property. Mr. Pulitzer retains the ownership to the present day. Although he had made his journal one of the leading organs of public opinion in St. Louis, Mr. Pulitzer aspired to a yet larger field, and in 1883, he bought *The New York World*, a newspaper of high standing but then much reduced in quality and circulation, and has since made *The World* the passion of his life. The same methods which he had employed in St. Louis soon made *The World* one of the best talked about papers in New York city. Its circulation increased with rapid strides and Mr. Pulitzer brought it to a condition of extraordinary prosperity. Within the last few years, he has been enabled to construct the Pulitzer office building, adjoining the New York terminus of Brooklyn Bridge, a structure eighteen stories high, and has removed to the basement, street floor and upper stories thereof the various departments of his newspaper. The intermediate stories are rented for office purposes. The enterprise of *The World* is ceaseless. Its attacks upon Richard Croker and the Tammany ring have been fearless and one of the most creditable features of Mr. Pulitzer's management. He has always been interested in politics, although not an active politician. In 1869, he was elected to the Missouri Legislature, and in 1884 was sent to Congress from a New York city district. The latter seat he resigned in order not to be diverted from the work of his two newspapers. Among the clubs to which he belongs are the Manhattan, Reform, Press and American Yacht.

PERCY RIVINGTON PYNE, merchant and banker, born in England about 1821, died in Rome, Italy, Feb. 14, 1895. Well educated, he arrived in New York city, in 1835, and entered the office of Moses Taylor & Co., as a clerk. In 1842, Mr. Taylor made him a partner and he was thereafter an energetic factor in the operations of this famous house until his retirement in 1887. He married Albertina, the oldest daughter of Mr. Taylor, in 1855, and leaves three children, Moses Taylor and Percy R. Pyne and Mrs. Archibald D. Russell. Although to some extent less well known than his partner and father in law, Mr. Pyne was a man of strong character and very decided abilities and rose to wealth in consequence of his own qualities. He succeeded Mr. Taylor as president of The National City Bank and was vice president of The Delaware, Lackawanna & Western Railroad; a director of The Farmers' Loan & Trust Co., The Consolidated Gas Co., The Central Trust Co., The Lackawanna Iron & Steel Co., The New Jersey Zinc & Iron Co., The Chicago & Northwestern Railroad, The Western Union Telegraph Co., The Harvey Steel Co., The Mexican Telegraph Co., and a member of the Metropolitan, Century, Grolier, Down Town and Country clubs.

Q.

ABRAM QUEREAU, merchant, born in Brooklyn, Oct. 22, 1822, died at his home on South Portland avenue in that city, Oct. 24, 1889. He belonged to an old Huguenot family. In youth, he entered the employment of a shipping and commission house, and through application and talent, rose to responsible positions and was sent by the firm, in 1850, to California. After a sojourn of five years there, he returned and was admitted to partnership, the firm taking the name of Mailler, Lord & Quereau. He continued a member until his death, the house then being known as Mailler & Quereau. For forty-five years, they were located on Stone street and then moved to Wall street. The firm aided in founding The Old Dominion Steamship Line. Mr. Quereau was a thorough, competent, shrewd and excellent man. He belonged to the Church of the Messiah in Brooklyn, the Chamber of Commerce, the Produce and Maritime Exchanges, The Society of Old Brooklynites and The Long Island Historical Society, was a life member of The Brooklyn Young Men's Christian Association, and in every relation enjoyed the sincere respect of his associates. Several children survived him.

JOHN WILLIAMS QUINCY, merchant, born in Boston, Mass., died in this city, Jan. 21, 1883, in his sixty-ninth year. In the public schools of Boston, he fared so well as to obtain the Franklin medal. Beginning life at the age of fifteen as clerk in a hardware store, he devoted the remainder of his life to this trade and made therein a special and creditable reputation. At the age of twenty-two, he engaged in the hardware business in New York city, and in 1837 entered the partnership of Davenport & Quincy. This house devoted itself wholly to American hardware, then little dealt in, and by means of branch stores extended its trade to all the principal cities of the North and South. A change of partners took place in 1847, and after 1852, the firm were known as John W. Quincy & Co. Energy, shrewdness and honorable methods brought their natural rewards. Mr. Quincy married first a daughter of the late Stephen Allen, and to them was born one daughter, who married E. Hayes Trowbridge, jr., of New Haven, Conn. His second wife was a daughter of Charles Perkins, and she survived her husband with a son and a daughter.

GEORGE WILLIAM QUINTARD, manufacturer, and president and director of corporations, is one of the vigorous sons of Connecticut, who, beginning life in this metropolis at an early age, have risen to fortune and position by their own native abilities. He was born in Stamford, April 22, 1822, and came from a family of French descent, which had been resident in the town for several generations and played well its part both in private life and public affairs, being distinguished for excellent ability and character. Isaac Quintard, father of George W., was a merchant of Stamford.

Having studied the text-books of the day at the public schools until the age of fifteen, the subject of this biography then followed the example of other ambitious youths in Connecticut, who at that time were looking to the rising city of New York as the field in which they were most likely to find their fortunes. Coming to the city, the young man found employment as a clerk in a grocery house, then prominent in the trade, and from this firm learned the first principles of business management. Unlike many other lads of his age, but in strict conformity with the rules by which alone a



Jos. M. Quintancey

young man, beginning life without fortune, can make his way, young Mr. Quintard saved his earnings, allowed no temptations of pleasure to distract him from honest and diligent prosecution of business, and after five or six years of labor in a subordinate position was able to embark in business on his own account. For four years, he carried on a successful trade of his own.

Meanwhile, Feb. 15, 1844, he had married Frances, a daughter of the late Charles Morgan, and this circumstance finally gave another direction to his life. He had already shown himself to be a sound, upright, progressive and capable man, and, in 1847, he gave up mercantile pursuits to enter one branch of that field of enterprise, in which his energetic father in law had already made a reputation. In the year named, the no less energetic son in law identified himself with T. F. Secor & Co., owners of The Morgan Iron Works on the East River. This establishment was engaged in the manufacture and repair of engines for steamboats and ocean shipping and the production of heavy castings and machinery. In its operations, Mr. Quintard found a congenial field of labor. In 1850, he became one of the proprietors of the works in partnership with Charles Morgan, and remained in the active management until 1867, with the exception of a period of two years.

At these works, Mr. Quintard built a large number of ponderous engines for coasting, lake and river steamers, mainly of the walking beam type, and others for ships of war both for the American and foreign governments. During the Civil War, these shops were of great service to the Federal authorities, who employed them to construct the engines of the following Navy vessels:

Onondaga,	Chenango,	Ascutney,
Wachusett,	Ticonderoga,	Idaho,
Seminole,	Ammonoosuc,	Tioga,
Muscoota,	Katahdin,	Kineo.

For the merchant service, up to 1867, Mr. Quintard also built the engines of many famous steamers, including those of the

Golden Rule	George Law,	Golden Age,
Herman Livingston,	Orizaba,	Nautilus,
Manhattan,	W. G. Hawes,	Villa Clara,
Raleigh,	Flushing,	Peruano,
Albemarle,	Rapidan,	Ocean Queen,
Cambridge,	De Soto,	Peiko (China),
City of Hartford,	Hatteras,	Yang See (China),
Everglade,	Island Home,	Fah Hee (China),
Mississippi,	Alabama,	Bienville,
Charles Morgan,	Eastern Queen,	Southern Michigan (Lakes),
Granite State,	Continental,	Western Metropolis (Lakes),
San Francisco,	Villa Clara,	Northern Indiana (Lakes),
Fulton,	Cosmopolitan,	Crescent City (Lakes),
New Brunswick,	Commonwealth.	

Mr. Quintard was essentially a manager. He had received no mechanical training and was far from able to execute personally some of the simplest mechanical operations. But he knew how things should be done. His mind grasped broadly the general principles of construction, and he was able to direct the energies of others in order to accomplish what he had in view. He never attempted to do that which he could employ a draftsman or a mechanic to do better than he, but devoted himself entirely to the general direction of the operation of the works, with marked success.

In 1867, Mr. Quintard sold The Morgan Iron Works to John Roach, the ship builder, in order to devote his own attention to The New York & Charleston Steamship Co., of which he had become president and part proprietor. He managed the company well, but did not find in its operations sufficient scope for his overflowing energy. In 1869, accordingly, he established The Quintard Iron Works, occupying a site at No. 742 East 12th street, extending through to East 11th street, on the East River, a few blocks above The Morgan Iron Works. Here he resumed the construction of marine engines and machinery, and in a short time developed the plant into an extensive establishment, making it in time one of the most prominent in the United States.

Mr. Quintard finally retired from the active management of the works, retaining, however, an interest in the firm of Nicholas F. Palmer & Co., the present proprietors. He is at present occupied with the management of banks and corporations, in which he has investments and into the direction of which he has been invited, owing to his financial strength, ability and uprightness of character. He is a director of The Manhattan Life Insurance Co., The Butchers' & Drovers' Bank, The New England & Nova Scotia Steamship Co., The Eleventh Ward Bank, and The New York, Lake Erie & Western Railroad, and holds that relation with The Pennsylvania Coal Co., The Atlantic Mutual Insurance Co., The State Trust Co. and The Union Ferry Co.

It fell to the lot of Mr. Quintard to become one of the assignees of his old friend, John Roach, the great ship builder, whose fortunes had been impaired by the hostile action, since repented of, of the Navy Department under William C. Whitney. Mr. Quintard was, with his colleagues, able to extricate the affairs of Mr. Roach from difficulties, to reopen The Morgan Iron Works and the iron ship building establishment both of which had been closed, and place them once more upon a prosperous basis.

Mr. Quintard has served his fellow citizens in the positions of Emigration Commissioner and Park Commissioner, but has declined all other tenders of public office. A few years ago, he resigned from all his clubs except the Lawyers', New York and American Yacht, but has retained membership in the former for the sake of luncheon privileges down town, and in the latter two on account of his fondness for the sea. He is a man of dignified bearing and spotless personal character, and at the age of seventy-three, preserves unimpaired the vigor of his earlier years, owing to his judicious mode of living and an abundance of occupation in the open air. Mr. Quintard is the father of three children, Frances Louise, who died July 28, 1863, in her eighteenth year; James W., born Sept. 3, 1848, and Laura Adele, born June 7, 1852. Mrs. Quintard died Nov. 14, 1894.

R.

JOHN SYMONDS RADWAY, M. D., manufacturer, born Feb. 17, 1858, in New York city, is a son of the late Dr. John Radway and Anna E. Lewis, his wife. The senior Radway came to New York in 1832 from Chedworth, England, where he was born in a manor house, which had been in possession of the family for generations. The family name is derived from a parish in Warwickshire. In 1848, Dr. Radway, in conjunction with Dr. Pierre C. Van Wyck, a druggist friend, began in a small way, under the name of Radway & Co., the manufacture of Radway's Ready Relief, a medicine which is now known throughout the two Americas and beyond. His brother, Richard G. Radway, was also a member of the firm. Dr. Radway died in 1870, his brother in 1884, and Dr. Van Wyck in 1883. After the death of the last of the three founders, the business was incorporated under the presidency of John S. Radway. The latter began life with an excellent education, having graduated from the University of the City of New York and the College of Physicians & Surgeons, receiving from the latter the degree of M. D. He has continued the business founded by his father with marked success. One of the largest advertisers in America, he has left no newspaper reader in any part of the various countries, in which his remedy is sold, unaware of its merits; and his prosperity is based largely upon his liberal expenditures in this direction. Dr. Radway is a member of the Delta Phi and Manhattan Athletic clubs. He was married in Newburgh, N. Y., Oct. 18, 1884, to Mary A. Mailler, and their children are John Oakley, Gladys C., and Edward Mailler Radway.

JAMES IRVING RAYMOND, merchant, head of the importing house of A. A. Vantine & Co., was born in Bedford, Westchester county, N. Y., Aug. 23, 1843. His father was Edward Raymond, a prosperous farmer. The boy attended the public schools and academy of his native town and spent his time, not needed for study, in the work of the farm. In 1864, he came to New York city to enter commercial life, equipped with a good education and a determination to merit success. His first and only engagement was with the house of A. A. Vantine & Co. Here, he applied himself earnestly, studying the details of the extended business of the firm and evincing a rectitude and capability, which soon brought promotion. In 1875, he became a partner. After the death of Mr. Vantine, founder of the business, Mr. Raymond purchased the entire interest. He is now sole owner of an unequalled establishment. The house has been and is to-day the greatest of the kind in the United States, making a specialty of the finest rugs and other goods of China, Japan, Turkey, India and other Oriental countries. A retail and wholesale business is done, extending to every section of the country and requiring representatives in nearly all the markets of Europe and Asia. While Mr. Raymond is personally of modest and retiring temperament, the fame of his business is world wide and the reputation of the house for solidity and exact business methods is enviable. In 1875, Mr. Raymond married Grace, daughter of Col. John Quincy Adams of Brooklyn, the union resulting in one son, Irving Edward Raymond, now eighteen years of age and preparing for a collegiate course. Mr. Raymond is a member of the Presbyterian church and lives in Stamford, Conn., in a home which exemplifies all which is artistic and tasteful. He is a member of the Union League club and the Stock Exchange, and a director of The New York Real Estate Trust Co.

WILLIAM GARDNER READ, merchant, was born Oct. 11, 1823, in Newport, R. I. The family was planted in America by two brothers, William and John Read, who arrived from England in 1636 at the request of Governor Winthrop, one settling finally in Vermont, the other in Connecticut. From the former, William G. Read descends. After an education at Newport and Kingston, R. I., the boy engaged as clerk in a retail store in Georgetown, S. C., with his father. Coming to New York in September, 1839, he entered the employment of D. A. Cushman & Co., dry goods merchants, and later had the courage to embark in the dry goods business at his own risk. Later yet, he entered into partnership with Jasper T. Van Vleck in the banking business on Wall street and in this field met with great success. The house was successively known as Van Vleck & Read, Van Vleck, Read & Drexel, and Read, Drexel & Co. During the war, Mr. Read bid most successfully for government bonds and in his prime was well known to all the prominent bank officers in the city. He retired in 1863 and has since led a quiet life with his family, refusing many positions of trust. He was, however, a director of The National City Bank for twelve years and of The Fireman's Insurance Co. for thirty years. In politics, he has always been a Republican. His father and grandfather were Whigs. In 1855, Mr. Read married Emeline G., daughter of James Taylor and member of an old and highly esteemed family. Their children are Kate Wilson, wife of Valentine A. Blacque; William G. Read, jr.; and Helen S., wife of William Oothout, jr. The family live in Mamaroneck but Mr. Read is a member of the Union League and Lotos clubs of this city.

JOSEPH RECKENDORFER, manufacturer, who originated in Furth, Bavaria, Sept. 18, 1836, dying in Long Branch, N. J., July 7, 1883, made his reputation and fortune by coming to the United States at the age of eighteen and embarking in the lead pencil industry. While the beginning was exceedingly modest, he succeeded so well that in a few years' time he was able to compete with foreign manufacturers strongly and forced a reduction of the prices of lead pencils. For many years, he manufactured only the well known cheaper grades of his goods, but in 1878, added patented automatic action and aniline pencils to his productions, the latter proving especially popular. The industry grew rapidly and to large proportions. For many years, the business occupied a factory on East 14th street, covering nearly an entire block. Mr. Reckendorfer lived in a handsome residence at No. 20 East 74th street. The year before his death, he took great interest in Russian emigration and acted as treasurer of a society which has the matter in charge. He was a devoted student, spending his evenings over his books, and was one of the directors of The Home for Aged and Infirm Hebrews and of the Harmonie club. In 1860, he married Babette, daughter of Samuel Frank, and was the father of Mrs. Daisy R. Strauss and Louis J. and Samuel J. Reckendorfer.

JOSEPH W. REINHART, railroad president, born Sept. 17, 1851, in Pittsburgh, Pa., is the son of Aaron Grantley Reinhart, by occupation a merchant, and Katharine McHenry, his wife, both descended from old families in Pennsylvania, Kentucky and Maryland.

Tutored in the Western University of Pennsylvania, at the age of eighteen Mr. Reinhart became a clerk for the division superintendent of The Allegheny Valley Railroad at Pittsburgh, and by his ability, integrity and strict attention to business, soon rose to great prominence in the field of railroad transportation. By hard labor and intelligence of mind, he gained promotion, and, in 1875-80, was advanced to the position





Your's faithfully
J. M. Raines

of superintendent of rolling stock of that road. He grasped the requirements of rail-roading intuitively and soon became known as a thoroughly competent railroad man. During 1880-83, he served as Auditor for The Richmond & Allegheny Railroad at Richmond Va., which position he filled with such ability that, in 1883-86, he was made General Auditor of The New York, West Shore & Buffalo Railway, with offices in New York city, and the following year for the receivers of the road. During 1886-87, he was General Passenger and Ticket Agent of The Lake Shore & Michigan Southern Railway at Chicago. His service in this position reflected increased credit upon him, and in 1887, he established his headquarters in New York city as a railroad expert in the service of many different corporations.

Nov. 1, 1888, under contract with important foreign and American financial interests, Mr. Reinhart became associated with the The Atchison, Topeka & Santa Fé Railroad system, with offices in Boston, as expert and as General Auditor. It was upon his recommendation that the then scattered properties of that great aggregation of capital were brought together under practically one central management, thereby saving to the parent or controlling company many hundreds of thousands of dollars per annum in operating expenses alone. Under authority and direction of the board of directors, Mr. Reinhart personally carried out the whole and complete detail of this great work.

As General Auditor and Vice President of the Company, he formulated in 1889 the plan for financial re-organization of The Atchison, Topeka & Santa Fé Railroad, and carried it out with such success that the company, recognizing his sagacity and foresight, advanced him through different stages to the presidency in 1893.

Mr. Reinhart is now president of The Gulf, Colorado & Santa Fé, The St. Louis, Kansas City & Colorado, The Atlantic & Pacific, The Colorado Midland, The Wichita & Western, The Southern California, The New Mexico & Arizona, and The Sonora Railroads.

His abilities in organization and concentration, for effective and economical results, of great forces and large bodies of men, led to his selection in 1893, by the United States Government, as Chief Expert of the Commission to revise the methods of the Departments in Washington. He was given full power of selection of his assistants, and the results of the work of his small corps of experts is an annual saving to the United States of over \$600,000 per annum in the expense of carrying on the vast work of the Government.

He was married October 21, 1875, at Sewickley, Pa., to Miss Lizzie Taylor Allison, and his children are Caroline Allison, Katharine McHenry, Mary Anderson, and Francis Ormond Reinhart. He is a member of the Riding, Manhattan, New York, Vaudeville, Lawyers' and Westchester Country clubs, and of Mecca Temple, Mystic Shrine, in New York, the Algonquin and Myopia Hunt clubs, of Boston, the Union County Country club of Plainfield, N. J., the Commonwealth club of Richmond, Va., the Chicago club of Chicago, and the St. Louis club in St. Louis.

WILLIAM REMSEN, realty owner and trustee, born Jan. 13, 1815, in New York city, died at his home, 26 Waverley Place, March 3, 1895. He belonged to an old Knickerbocker family, known in old times in Germany and the Netherlands by the cognomen of Vanderbeeck, a title which signified Vander's Brook. In 1162, the Emperor Frederick Barbarossa granted to Mr. Remsen's ancestor, a knight, a coat of arms displaying the waving lines which suggested the waters of the brook. The pioneer of

the family in the new world, Rem Jansen Vanderbeeck, from whom, it is said, all the Remsens in this country descend, emigrated, probably from Westphalia, in the early days of settlement and after living some time in Albany, N. Y., married, in 1652, Jannette, daughter of Joris Jansen de Rapalie. Removing afterward to Wallabout on Long Island, he settled upon a farm which has descended in the family and is now owned by Jeremiah Johnson, his great great grandson. The pioneer was a magistrate during the second occupancy by the Dutch. He died in 1681, survived by his wife and fifteen children. In accordance with a custom of the times, which is in fact yet prevalent in the Scandinavian countries of Europe, the sons of the pioneer adopted their father's Christian name as a surname, adding the suffix which indicated that they were his sons, and thus became known by the name of Remsen. Several of the family were prominent in early days in New York city. From the pioneer, the line descended to Henry Remsen in the sixth generation. Henry Remsen, born in New York, Nov. 7, 1762, dying in February, 1843, was in early life private secretary to John Jay, Secretary of Foreign Affairs, and later to Thomas Jefferson, while Secretary of State. In 1790, he became a partner in the firm of Henry Remsen & Son, and in 1793, the teller of The United States Bank. June 3, 1799, he entered the bank of The Manhattan Company as cashier, with which institution he remained for twenty-seven years. In 1808, he married Eliza, daughter of Capt. Abraham R. De Peyster, and the same year became president of The Manhattan Bank, retaining this position until 1826. To Henry Remsen were born nine children, of whom William, the subject of this memoir, was one. William Remsen received his preliminary tuition in New York city and graduated from Princeton College in 1835. In 1838, after study with Johnson & Kent, he was admitted to the bar. Five years of active practice followed, and he was then compelled to abandon his profession to devote himself to the management of his father's large estate. This property, a portion of which became his by inheritance, consisted largely of real estate, improved and unimproved, scattered throughout the city, some of it in the region of Cherry Hill. Mr. Remsen was an excellent manager and materially increased his possessions by the sound and cool judgment and careful foresight which always characterized him. He was a director of The Third Avenue Railroad, The Farmers' Loan & Trust Co., The Harney Peak Tin Mining & Smelting Co., and The Holland Trust Co., president of The Cannelton, W. Va., Coal Co., first vice president of The Greenwich Savings Bank, and interested in other institutions. Jan. 13, 1841, he married Jane, daughter of John Suydam, and to them were born eight children, of whom five are living, Robert George Remsen; Charles Remsen M.D.; Jane, wife of Joseph Todhunter Thompson; Elizabeth, and Sarah, wife of William Manice. Mr. Remsen was one of the founders of the St. Nicholas Society, and chairman of The American Geographical Society. He shunned the strife of politics and had little taste for clubs, but was warden and vestryman of St. Mark's Church and found his greatest enjoyment in travel and the company of friends.

JAMES RENWICK, architect, born in this city, Nov. 1, 1818, died at his home, 28 University place, June 23, 1895. Graduating in 1836 from Columbia College, in which his father, James Renwick, LL.D., was professor of chemistry and mechanics, Mr. Renwick devoted himself to the profession of engineering and architecture, beginning work while yet under age upon the Erie Railroad and later serving as assistant engineer on the Croton Aqueduct. The reservoir on Fifth avenue and 42d street was

built under his supervision. At the age of twenty-three, he drew the plans, which were accepted, for Grace Church on Broadway at East 10th street and had charge of the building of that structure, completing it in 1845 with the exception of the spire. From that time forward for more than thirty years, Mr. Renwick was associated with the building of important edifices. Among those which he designed are the Smithsonian Institution and the Corcoran Art Gallery of Washington; St. Patrick's Cathedral on Fifth avenue, begun in 1853; Calvary, St. Stephen's, St. Bartholomew's, and the Second Presbyterian churches, the Church of the Puritans in Union Square and the Church of the Covenant in this city; St. Ann's Church in Brooklyn; Vassar College; Booth's Theatre, The Young Men's Christian Association building on 23d street, public buildings on Blackwell's and Randall's islands, The Fulton Bank, and the new front of the Stock Exchange, as well as many private residences. One of his latest works was the restoration of the old Spanish Cathedral at St. Augustine, Fla. Mr. Renwick amassed a fortune and filled his house on University place with treasures of art. By will, he left a part of his collections of paintings to The Metropolitan Museum of Art. His wife died before him, leaving no children.

WILLIAM RHINELANDER RENWICK, merchant, who died in this city, May 13, 1883, in the sixty-seventh year of his age, was a member of the firm of Battelle & Renwick, manufacturing chemists, established in 1840, at No. 163 Front street. He was prominent in the wholesale drug and chemical trade, owing to his large interest in The Niagara Laboratory in Jersey City, The Brooklyn Sulphur Works and The New York Dyewood Extract & Chemical Co. Mr. Renwick did not confine his enterprise to the field of chemistry, however, but was president of The New York & Saugerties Transportation Co., and a director of The Gallatin National Bank. He was largely interested in city real estate, also, being one of the heirs of William Rhinelander, and owned wharf property between Barclay and Canal streets, although it should be said that his fortune was mainly of his own making. In 1841, he married Eliza S. Crosby, a sister of Chancellor Crosby. She died in 1877. Five children survived their father, William C. and Philip R. Renwick; Emily A., wife of Ed. Abdy Hurry; Mrs. Helen S. Schaff and Mrs. Mary C. Strong.

WILLIAM RHINELANDER, born in New York city in September, 1827, is a descendant of Philip Jacob Rhinelander, a Huguenot and first of the name in America, who, driven from France by religious persecution, settled in New Rochelle in 1686 and bought a large tract of land there. Prior to the American Revolution, the pioneer moved to New York city and engaged in business. William Rhinelander, grandfather of the subject of this sketch, inherited property from two brothers and augmented his possessions by importing and refining sugar. He left a large property in real estate in New York city to his sons, William C., Philip and Frederick, which included almost the whole area bounded by 86th and 93d streets, Third avenue and the East River, and large tracts in Chrystie, Canal, Broome, Rivington, Allen, Cherry, Monroe, William, Spruce, Beach, Washington, West Greenwich and other streets. William C. Rhinelander, who died June 20, 1878, at the age of eighty-eight, was an officer in the War of 1812 and a trustee of the entire Rhinelander estate, which has been kept together more than a hundred years. The old "prison house," in which the patriots of the American Revolution suffered such horrors, had always been owned by the family, who kept it as an interesting landmark until compelled by the city government to demolish

it, a few years ago. The subject of this sketch, a son of William C. Rhinelander, received his first business training in his father's office and has since been active both in the management of his own properties and in a fiduciary capacity for others, being a trustee under his father's will. Although never negligent of his duty as a voter and always interested in the welfare of the city, Mr. Rhinelander has never held public office. He married in 1853, Miss Cruger Oakley, a descendant of the famous Colonel Cruger family, which held prominent positions of trust in the early days of the city for nearly a hundred years. Her grandfather, Henry Cruger, was Mayor of Bristol and Member of Parliament under George III., while her father was Chief Justice Oakley, whose decisions are yet remembered on account of their soundness, and who served for many years in the State Legislature and in Congress.

ENOS RICHARDSON, manufacturer, born in 1819 in Attleborough, Mass., now one of the principal seats of the manufacture of jewelry in this country, entered this trade at the age of sixteen. Going to Philadelphia with his employer, he toiled in the factory for a time and, in 1838, became a traveling salesman, making two trips to the West, every year. In 1841, he engaged in the manufacture of jewelry in Attleborough in partnership with S. S. Daggett and took charge of the New York office of the firm at No. 9 Cortlandt street. In 1848, the firm name was changed to Palmer, Richardson & Co., and upon Dec. 31, 1865, to Enos Richardson & Co. With different partners, Mr. Richardson has continued in business down to the present time. Since 1848, he has manufactured in Newark, N. J., under the name of The Richardson Manufacturing Co., and since 1849, the office of the house has been in Maiden Lane. Mr. Richardson is now one of the most prominent makers of popular jewelry in the United States. Frank H. Richardson, managing partner in the firm, is his son.

JOSEPH RICHARDSON may truthfully be said to have been the architect of his own fortunes to an extent rarely achieved by those to whom that credit is accorded. Born in England, Sept. 7, 1814, he came to this country at a very early age and when only ten years old was apprenticed to a mason in Albany, N. Y. While yet a young man, he established himself in business as a master builder; and, although expanding interests, attendant upon enlarged capital and liberal investment in various directions, have necessarily diverted his attention in some degree, he yet regards as his serious occupation that in which he laid the foundation of his fortune. A builder he has been for more than half a century and a builder he intends to be while he lives. Practically all of New York, as it is to-day, has grown up under his observation. Wall street, for instance, he has seen rebuilt three times, with the exception of the United States Treasury building and Custom House, and the latter is the second edifice he has seen on that ground. In promoting these changes, he has done much important work.

But his building operations have not been confined to this city. In 1852-53, he erected the water works at Bridgeport, Conn., the third in this country, the first and second having been respectively in Philadelphia and New York. Of all those associated with him in the corporation, which built the Bridgeport works, he is the only one now living.

All new enterprises promising material advancement in the progress of civilization have found in Mr. Richardson earnest sympathy and liberal aid. His money helped the first trans-Atlantic steamship, the Great Western, when that enterprise was looked upon as so chimerical that means had to be sought on both sides of the ocean to defray



JOSEPH RICHARDSON.

the cost. He also invested liberally with Cyrus W. Field to aid the laying of the first Atlantic cable. The first elevated railroad in New York, the "one-legged" structure on Greenwich street from the Battery to Cortlandt street, the small and then much ridiculed beginning from which our present magnificent elevated railroad system has developed, was partly due to Mr. Richardson's prescient faith in its future and his generous backing of the enterprise.

Thirty years ago, he established a line of steamboats between New York and Bridgeport, Conn., which he yet controls, and which, notwithstanding the sharp railroad rivalry it encounters, he has made profitable through keeping it fully up to all the requirements of modern traffic.

Mr. Richardson was a liberal investor in the Credit Mobilier, which supplied the means for building the Union Pacific Railroad, and not only aided that gigantic national enterprise in this manner, but also gave for its furtherance the not less important service of building at Laramie City, on the summit of the Rocky Mountains, the mill in which a portion of the rails for the road were rolled. It was the first rolling mill west of the Missouri river. The water works at Laramie City are another monument to his enterprise, he having been their originator and builder. He also built the water works at Houston, Texas.

Vigorous in mind and body, at an age specified by the Psalmist as the limit of active human life, Mr. Richardson is an excellent demonstration of the preservative effect of a well regulated and well occupied life. He has been twice married and is deservedly cited by those who know him best as a model of conjugal fidelity. In various good ways, Mr. Richardson may be deemed an exceptional man, but in none more so, perhaps, than in his ability to affirm, as he does, that if he had his life to live over again, with all his experience consciously retained, he would not wish to live otherwise than he has lived.

EDWARD RIDLEY, merchant, born in Leicestershire, England, who died in New York city, July 31, 1883, in his sixty-seventh year, was the son of James Moseley Ridley, gentleman. While educated for the law, the young man preferred a mercantile career and, obtaining his father's reluctant consent, began life as apprentice to a merchant. When he finally opened a dry goods store in his native town, he learned a sharp lesson by endorsing the paper of other business houses, which resulted in an obligation to pay various debts for which he was not responsible. Having settled honorably with creditors, he removed to America, located in Albany, N. Y., opened a dry goods store, made excellent progress and soon established a branch store in Saratoga. He closed both houses in 1849 to bring his capital to New York city, where he established a little retail millinery and dry goods store at the corner of Grand and Allen streets. At the end of the first decade, he was worth not over \$50,000. In 1869 and 1875 respectively, he took his two sons, Edward Albert and Arthur John Ridley, into partnership, with the happiest results. The business prospered exceedingly and soon became one of the most prominent in the trade. When Mr. Ridley died, his store covered four and a half acres of ground, employed 1,700 clerks and salesmen, and ranked as one of the most conspicuous retail houses on the east side of the city. He was twice married—first to Miss Elizabeth Smith of Leicestershire, England, Oct. 23, 1837. The children born to them were James Moseley Ridley, deceased; Edward Albert and Arthur John Ridley, now the proprietors of the store; Fannie Louise Hughes and Emma Elizabeth Ridley.





John Roach

After the death of his wife, Mr. Ridley married Caroline Wilhelmina Yevance of Philadelphia. Their daughter is Clara W. Ridley. Mr. Ridley was an upright, chivalric, public spirited and enterprising man. He lived in Gravesend on Long Island.

DANIEL S. RIKER, merchant, born at the old Riker' homestead on Bowery Bay, died at his home, Bowery Bay, L. I., June 10, 1890, in his fifty-fifth year. After completing his education, he entered the drug commission house of Benjamin H. Field & Co., where he remained a long time. He was next placed in charge of the St. Louis branch of Hall, Bradley & Co. of this city, dealers in paints. In 1861, he returned to New York and formed a partnership with his brother, John L. Riker, in the commission drug and chemical business and was occupied in extending and managing their very prosperous trade until his death. The firm were known as J. L. & D. S. Riker. Their sales amounted to about \$5,000,000 a year and the house has long held a leading position in its field. Mr. Riker was married about 1866 to Miss Field of Poughkeepsie. This union brought them five children, three sons and two daughters, who with his wife survived him. He owned a winter home at No. 303 Madison avenue, which he occupied for twenty-four years.

FRANCIS ROBERT RIVES, lawyer, born in Albemarle county, Va., Feb. 16, 1821, died at his country house, New Hamburg, Dutchess county, N. Y., July 16, 1891. His father, William C. Rives, studied law under President Jefferson, was twice appointed Minister to France, and three times elected United States Senator, twice for incomplete terms, and served as an aid de camp during the War of 1812. Graduating from the University of Virginia in 1841, Francis R. Rives served as secretary of legation in London under Mr. Everett until 1845, and then came to New York city to practice law. For many years, he was associated with Alexander Hamilton, especially in real estate cases, and met with so much success as to be enabled to retire thirty years before his death. His home in the city was at No. 8 Washington Place. He was a prominent member of The Southern Society and once its president, a member of the Knickerbocker, Coaching and Farmers' clubs, and actively interested in the annual Horse Show in this city in Madison Square Garden. His wife, Matilda, was the only daughter of George Barclay, a prominent old merchant. She died several years before him. His children were George L. Rives, a well known lawyer and Assistant Secretary of State under Thomas F. Bayard; Francis R. Rives, who died in January, 1890; Reginald W. Rives; Ella R., wife of David King, of Newport; Constance, wife of John Borland, of New Hamburg, N. Y., and Maud, wife of Walker B. Smith, of Tuxedo.

JOHN ROACH, shipbuilder, was an historic figure and has left the impress of an elevated character and extraordinary powers of mind upon the thought and history of the nation. He was born in Mitchellstown in County Cork, Ireland, Dec. 25, 1813, and traced his early ancestry to gentle blood. His father, once a prosperous merchant, had been financially ruined by endorsing for friends; and so great was the adversity, which this disaster brought upon the family, that John Roach, the son, was denied the advantage of even a fairly good education. With a meagre equipment of book knowledge, the lad came to the United States at the age of fifteen, in the steerage of a sailing ship, landing in New York to find himself unknown, without friends, without capital, in the crowds and rush of a great city. The sturdy Irish lad, who thus made his modest entrance into the metropolis, was destined, however, to become an eminent, patriotic, and remarkable citizen of the new world, and, by his genius and indefatigable

exertions, to bestow a prestige upon the flag of his adopted country at sea, conferred during the prime of his life by few, if any, of the descendants of the oldest families of the country.

His first employment was in The Howell Iron Works in the woods of Monmouth county, New Jersey, then owned by James P. Allaire. He dwelt in the quaint little village, which had grown up around that furnace and foundry, accepted such work as he could do, learned the iron worker's trade and spent his nights in diligent study. He was noted then, as always in after life, for his overflowing energy, his honesty, good nature and strictly temperate, almost abstemious, habits. He was saving and placed all that he could spare of his wages in the keeping of Mr. Allaire, with whom he remained for ten years. Then, affected by the Western excitement, he made his way to Illinois to explore the possibilities of that region. Drawing a few hundred dollars of his money from Mr. Allaire, he purchased a farm where the city of Peoria now stands and made a payment upon it. Sending East for the balance of his money, he then learned that Mr. Allaire had failed. Mr. Roach thus lost every dollar he had in the world, including what he had paid on the farm, and was obliged to work his way back to New York, having no money to pay his fare. It may be said here that while he failed in his first attempt to become a farmer, he succeeded in later life and became the owner of ten or more farms in Westchester county and along the Hudson river.

Upon his return from the West, too sturdy to be discouraged, Mr. Roach then, in association with other mechanics, started what was practically a co-operative foundry on Goerck street in this city. It was a business which involved competition with well established rivals but was pushed with energy and was successful. Machine work and boiler making were in due time added to the foundry; and, through Mr. Roach's incessant activity, his ingenious management, honesty and excellence of his workmanship, The Ætna Works began to make an enviable reputation. At this juncture, their boiler exploded. Overwhelmed with the disaster, most of his partners withdrew. Mr. Roach was left alone. His ability and integrity enabling him to borrow capital, he resumed the business and soon created a large, profitable and increasing industry. It was he, who, in 1860, obtained the contract for and then constructed the bridge over the Harlem river at Third avenue, only recently removed. A massive iron drawbridge, it was one of the most important works of its class at the time, and its strength and perfect working during its thirty-three years of existence afforded conclusive evidence of painstaking and thorough workmanship.

At the end of the Civil War, Mr. Roach was in possession of a flourishing business. His mind, ever busy with the opportunities of his industry, strongly inclined to large and important affairs, was then considering the condition of the American mercantile marine. He was especially struck with the predominance of the British flag among the shipping of this great American port, and came ardently to desire the restoration of the American merchant marine to its once proud position in the trade to Europe. Inspired by the thought of playing a part in securing for American ships a share of the enormous foreign commerce of the United States, he began the realization of his plans in 1868 by buying The Morgan Iron Works and thereafter The Neptune Works, The Allaire Works, and The Franklin Forge, all in New York city, some of them devoted to marine engine building. They were all consolidated under the name of The Morgan Iron Works.

During this period, he was investigating minutely and carefully the methods of iron ship building on the Clyde. In 1871, he purchased the ship yard of Reaney, Son & Archbold at Chester, Pa., and engaged in iron ship building. Mr. Roach then entered upon that career of intrepid effort and inspiring achievement, which has made his work forever a part of our country's history. In February, 1872, the yard took the name of The Delaware River Iron Ship Building & Engine Works.

His first iron vessels were built for the coasting trade, and later he launched many large and costly steamers for the service to foreign ports. It was characteristic of a man who did nothing hap-hazard, that every ship he built was the product of previous thorough investigation and careful reflection. If a steamer were desired for the trade to a shoal water harbor on the Southern coast, or for Long Island Sound, or for a transoceanic line, the exact practical depth of water, the distance from port to port, the nature of the traffic, the tonnage and bulk of the cargo, and every other conceivable fact which would govern the shape and speed of that particular vessel was previously ascertained; and the ship was designed and built for its own especial service. As a consequence, his ships were successful; and with growing experience, he produced successively better and better vessels, until his reputation as a builder was securely established. Large contracts were awarded to Mr. Roach by the Federal government as well as by the various American steamship lines. In the nearly twelve years of his active work, he launched from his yards 126 steam and war ships.

As orders came to Mr. Roach's yard, he enlarged his works until they covered a space of twenty-three acres, were superbly equipped, employed more than 2,000 men, and represented an investment of about \$3,000,000. His sons as they successively reached their majority became assistants of their father in the business. Another exceedingly valuable coadjutor of Mr. Roach was his confidential practical man of affairs, Mr. George E. Weed, who became associated with him in 1861. Mr. Weed's ability, coolness, clear judgment and untiring energy led to his promotion to the practical management of The Morgan Iron Works and he remains to this day one of the most valued officials of the company.

During all this period, Mr. Roach was active with voice, pen and personal influence, in awakening a public opinion, favorable to the establishment of American steamship lines to foreign lands. He was the author of many pamphlets of great value, made several important addresses, promoted the holding of conventions, and pressed his views strongly on public men, with many of the most distinguished of whom he had an intimate acquaintance. It may be said here, that to the end of his life, Mr. Roach felt keenly the lack of some of those details in a finished education, which can only be supplied by the schools; but, in a strange way, nature had made up for the deficiencies of his formal training by endowing him with a mind, strong, penetrating and original, and with a rare ability to array facts in an orderly grouping, to comprehend their broad bearings, and to utilize them so as to awaken the interest of others. Having learned early in life to think and act for himself, his active mind was continually presenting to his contemplation new, fresh and vigorous ideas. It was impossible to converse with Mr. Roach for an hour, without being powerfully impressed with the nobility of character inherited from some gentle ancestor, the fertility of mind, the greatness of the man and his absolute loyalty to the flag of his adopted country. In the long and hard fight for recognition of the American mercantile marine by the American people

and their Congress, upon which he entered in 1871, he became the most influential, most active and most highly respected authority on this subject in America.

Mr. Roach did not live to realize his ambition to found a line of splendid steamers to ply between New York and Liverpool, but he did aid the establishment of various lines of American steamships, which carried the American flag to Brazilian and other foreign ports. At his death, ninety per cent. of the American steamers in the foreign trade of the United States had been built by him.

Of the occurrences of the three years preceding his death, it is difficult to speak with moderation. Mr. Roach had long been a Republican, a consistent advocate of Protection to American labor, and the author of "An Unanswerable Argument" in defense of that policy (which remains unanswered to this day) and had often subscribed generously to Republican campaign funds. In 1884, a Democratic President and Cabinet, then newly installed in Washington, immediately entered upon a policy apparently designed to crush that brave, true and able patriot, John Roach. He had built the beautiful dispatch boat, the *Dolphin*, for the navy. A partisan Secretary of the Navy refused to accept this ship, alleging "structural weakness," withheld payment of large sums of money due, made war upon Mr. Roach, and compelled him to assign and close his works. There was never a particle of structural weakness in the *Dolphin*. She proved her strength and sea-going qualities triumphantly upon many trials, and, when too late, was duly accepted. But, meanwhile, the heart of John Roach had been broken by the closing of his works. His depression of mind developed a fatal malady and he died Jan. 10, 1887. The cruelty shown to him, although since repented of, will never be forgotten by the American people.

Mr. Roach was married, in 1836, to Emeline Johnson and the union brought them nine children, William H. Roach, now deceased; John B. Roach; Sarah E. Roach; Garrett Roach, now deceased; Garrett Roach, 2d, now deceased; James E. Roach, deceased; Stephen W. Roach, deceased; Stephen W. Roach, 2d, and Emeline Roach. His sons, with George E. Weed, now conduct the business which he established.

ELI ROBBINS, merchant, born Sept. 22, 1821, in West Cambridge, Mass., on the road famous as the route of Paul Revere, died in Brooklyn, N. Y., June 11, 1883. At an early age, Mr. Robbins began his career by visiting the country towns with horse and wagon, and buying poultry, which he dressed with his own hands for the Boston market. Nathan and Amos, his brothers, were marketmen in Faneuil Hall. In 1836, when Simeon Boyden of Boston, a hotel keeper, came to New York to take charge of the Astor House, that gentleman suggested to the brothers Robbins that the New York market lacked a supply of the best poultry and might be a good field for them. Amos came on at once to New York to establish the business here. Eli joined him in 1839, and the firm of A. & E. Robbins, formed with only a few hundred dollars of capital, enjoyed a long and honorable existence. They located at the old Fulton Market, dealt in poultry on a large scale, and found their fortunes in catering to the public demand. Mr. Robbins made his home in Brooklyn. He was a director of The Montauk and The Firemen's Trust Insurance Co's, and used his means generously for public objects. May 13, 1845, he married Maria C. Farmer, of his native town. He had two children, Warren and Clinton, who died at the ages of 23 and 14 respectively. Mr. Robbins gave about \$300,000 to public institutions, and his wife, who survived him, became noted also for the extent of her gifts and the beauty of her character. She

paid the debts of the Church of Our Father, in Brooklyn, gave large sums for philanthropic work, and by her will left \$150,000 to finish a public library, at Arlington, Mass., which she had already begun.

MARSHALL OWEN ROBERTS, merchant, born on Oliver street, New York city, March 22, 1814, died in the United States Hotel, Saratoga Springs, Sept. 11, 1880. His father, Owen Roberts, a Welsh physician, came to New York in 1798, with his wife, Miss Newell, of Birmingham, England. Marshall, the fourth and youngest son, began life as boy and clerk in a grocery house at Coenties Slip. Later, he served as clerk first to a saddler and then to a ship chandler. In 1830, before coming of age, his proximity to the wharves, a love of ships and his native enterprise, led him to open a ship chandlery store on his own account, in partnership with another youth. Through a contract with the Government to supply oil to Navy vessels and his own foresight in anticipating a fall in the price of oil, he made what was at the time considered a large sum of money. In 1841, he became Naval Agent at New York under appointment by President Harrison. Successful as a merchant from the start, he soon accumulated sufficient funds to engage in independent operations. He bought lands on the flats of the New Jersey shore, across the river, at a nominal price, which he held for many years and finally sold to a corporation for \$1,500,000. Engaging in the steamboat traffic of the Hudson, he met with success and built for service in the line the Hendrick Hudson, the largest steamer then employed upon that river. Later, he became an advocate, a large owner of the stock and influential director of The New York & Erie Railroad, and in The Long Dock Co., which provided that company with terminal facilities in New Jersey. The Scranton coal mines were in part developed by him and Mr. Roberts always considered himself the projector of The Delaware, Lackawanna & Western Railroad. Moses Taylor and he were associated in many different enterprises. One product of his energy was The Aspinwall Steamship Co., known later as the United States Mail Steamship Co., and finally as The Pacific Mail Steamship Co., which took part in the early struggles for the control of the California service. He lost considerable money in these rivalries, but at last obtained from Congress a grant of \$1,000,000 in payment of his claims. He was at one time president of The North River Bank and also joined Peter Cooper, Cyrus W. Field and others in building a telegraph line to Newfoundland to obtain the first news of maritime arrivals and was also interested in the Atlantic cable. When the Civil War broke out, he bought all the rosin in the market and disposed of it at a large profit. He was a strong Union man, and the *Star of the West*, sent in January, 1861, to provision Fort Sumter, was his steamer. Mr. Roberts took great pride in displaying the flag of the *Star of the West* thereafter from his private residence. Later, the steamship *America* was sent with 1,500 men to Fortress Monroe at his own expense. All of his vessels were placed at the service of the Government during the War. He invested \$2,000,000 in The Texas Pacific Railroad, had large interests in other transportation lines, and was the leading spirit of the Tehuantepec Canal enterprise. A great admirer of Abraham Lincoln, he sent \$10,000 to Mrs. Lincoln at her husband's death. Politics always awakened his interest, and in recognition of the material aid he had given the party, the Republicans nominated him in 1865, for Mayor of New York. He was, however, defeated. Mr. Roberts was vehement, driving and energetic as a business man. His ventures often cost him large sums of money, but he saw the way to recoup his losses and steadily amassed wealth. A dis-

position affectionate and benevolent and an unusual knowledge of human character made him indulgent in judging others. His charities were innumerable, especially toward the institutions of the Episcopal church. Although a member of the Union club, he preferred home life and surrounded himself there with a splendid collection of paintings and a fine library. He was three times married, first to Miss C. D. Amerman of New York; next to Miss C. D. Smith of Hartford, Conn., and then to Susan Lawrence Endicott. His children were Mary M., Isaac K., Caroline M., wife of Ames Van Wart, the sculptor, and Marshall, the first two of whom survived him. Isaac K. Roberts died in February, 1888.

MAJOR JOSEPH L. ROBERTSON, banker, broker and dealer in investment securities at No. 7, Nassau street, is a representative Southern man, to whose comprehensive knowledge of a special field of enterprise, energy and personal influence, is to be credited a great share of the material progress in development of the resources of the South and Southwest through the aid of Eastern capital, in recent years. He may be regarded one of the important links uniting the large financial interests of the metropolis with the most conspicuous enterprises, which distinguish the "new South" at the present time.

On the maternal side, Mr. Robertson is a descendant from the old Huguenot nobility of France, one of his ancestors having been the gallant Marquis de Calmeis, a pioneer of the "dark and bloody ground." A granddaughter of the Marquis was Miss Emily Richardson, who was Mr. Robertson's mother. The Robertsons were prominent among the early settlers of Kentucky and Tennessee. From that family, sprang the subject of this sketch.

Mr. Robertson was born Oct. 4, 1838, on the family estate in Montgomery county, Ky. His schooling was confined to the local educational institutions but was sufficiently thorough to qualify him for admission to the Military Academy at West Point, to which he was appointed by the Hon. John C. Mason. His career as a cadet was, however, destined to be abbreviated by the breaking out of the Civil War. He was one of those to whom the theory of State's rights appealed strongly, and his convictions impelled him to renounce the advantages he enjoyed that he might give himself to the cause with which his sympathies were enlisted. Returning to his native State, full of youthful enthusiasm, he aided in enlisting for the Confederate service a company which was mustered in as Co. H, 4th Ky. Vols. He became its First Lieutenant. Technical military knowledge was not abundant in the early days of the War on either side of the line and Lieutenant Robertson's training was so far above the average that, added to his natural capacity for the service, it speedily won distinction for him. Very soon, he was made Adjutant of the regiment, the first step in his rapid promotion. In a short time, he was appointed Assistant Adjutant General of the brigade, commanded by Gen. John C. Breckinridge. All his service was active in the field but in its hazards uniform good fortune attended him. In 1863, he was ordered to the Trans-Mississippi Department, where he served on the staff of General Hawes of Kentucky, afterward on that of General Waul of Texas and finally with General Magruder, to whose command he was attached until the close of the war.

Upon the restoration of peace, Major Robertson realized that the condition in which the South had been left by the War was such as to offer little immediate choice for congenial and profitable employment; but, fortunately, in view of his later career, he



Joseph L. Roberts

elected to identify himself with Southern railroad interests. His first connection was with The Selma, Rome & Dalton Railroad. Later, he joined The Virginia & Tennessee Air Line Railroads. During his association with the management of those important lines of traffic, he enjoyed ample opportunities for becoming thoroughly conversant with the natural resources of the most favored parts of the Southern and Southwestern country and of attaining a perfect comprehension of their requirements for development. This knowledge was not merely general but specific, and included information upon promising enterprises already in being but languishing for lack of energetic direction. Armed with knowledge and confident of his ability, he came to New York in 1877 and established himself as a broker and dealer in investment securities, principally those based upon enterprises in sections, concerning which he was well informed and upon which his representations were speedily recognized as authoritative. He influenced the investment of millions of dollars in development of the iron and coal resources of Alabama and Tennessee. It is not too much to say, that the present great importance of those industries as factors in the prosperity of the "new South" is due in a great measure to Major J. L. Robertson. His aid has also been valuable in building up the railway systems of the South, notably in connection with The Chattanooga Southern Railway, for which, as financial agent, he procured the means for construction and equipment. He was also president of the construction company by which the road was built. Incidentally, Major Robertson has amassed a fortune for himself in these large enterprises by legitimate interest in substantial enterprises. All the manifold directions in which his energies have been applied have tended to enhance the prosperity of the country by bringing forth its hidden wealth, providing new fields of profitable employment for labor, increasing its facilities for traffic and encouraging the development of the productiveness and consequently the larger settlement of formerly sparsely populated districts. To such service, he has not only brought the aid of others' capital but has applied his own.

Major Robertson is not only one of the most successful Southern business men resident in New York, but enjoys high social standing. His personal worth, geniality and culture command for him the esteem of an exceptionally wide circle of acquaintances among the best people of the metropolis. Of course, he has been prominent in The Southern Society of this city, as one of the highly respected members; and not a few gentlemen from the South, coming here to repair fortunes damaged by war, have found in him their most considerate, influential and efficient friend. He is also a member of the New York club. Naturally, as a Kentuckian, Major Robertson has a decided penchant for fine horses, and his ample means have enabled him to gratify his tastes in the raising of thoroughbreds on his splendid "Meadowland" stock farm, in Monmouth County, N. J., as satisfactorily as he might in the famous "blue grass" region of his native State.

Major Robertson was married on Jan. 5, 1869, to Miss Mary Webb Pollard, of Montgomery, Alabama, daughter of William H. Pollard, and niece of Charles T. Pollard, two of the most prominent citizens of that State. By this union he has four children, William Pollard Robertson, Benjamin J. Robertson, jr., Miss Mary Elizabeth Robertson, and Miss Clara Pollard Robertson.

JEREMIAH POTTER ROBINSON, merchant, born Aug. 18, 1819, in South Kingston, R. I., died in Brooklyn, Aug. 26, 1886. His family had been residents of Rhode

Island for many generations and one of his ancestors Governor of the State. His father was captain of a ship in the trade with China. Brought up as a child on his grandfather's farm, the boy left at the age of twelve to become a clerk and bookkeeper for his uncle, Stephen A. Robinson, a grocer in Newport. In less than three years, he returned to the farm. In 1836, he came to New York with \$50 in money and, after a long search, found employment with E. P. & A. Woodruff, merchants of fish, provisions, groceries and salt. Hard work resulted at the end of four years in his admission to partnership, the firm finally taking the name of A. Woodruff & Robinson. Having become interested in the warehouse business, the firm gradually abandoned all their former trade, except the importation of salt. Later, he engaged in the storage business for himself under the name of J. P. & G. C. Robinson. The firm are known at present as J. P. Robinson & Co. About 1843, Mr. Robinson entered upon the development of the South Brooklyn water front, where he bought large blocks of unimproved land and built warehouses and piers. The Robinson stores were built by him. A few years later, with William Beard, he began to develop the region now known as the Erie Basin but sold his interest therein later to Mr. Beard. Mr. Robinson was a director and first president of the Brooklyn Bridge and a friend of every other enterprise having in view the welfare of Brooklyn. He belonged to the Chamber of Commerce, the Produce and Maritime Exchanges, and the Brooklyn and Hamilton clubs. By his marriage with Elizabeth De Witt, of Cranberry, N. J., he was the father of four children, Isaac R., Jeremiah P., Elizabeth De Witt, and Harriet W.

JOHN DAVISON ROCKEFELLER, one of the founders of The Standard Oil Co., was born in Richford, N. Y., July 8, 1839, the oldest son of William Avery and Eliza Davison Rockefeller. The family removed to Cleveland, O., in 1853, where John completed his studies at the age of sixteen at the high school. As clerk in the forwarding and commission house of Hewitt & Tuttle, he then entered modestly upon a career, possible only in a country like ours, which gives free scope to the talents of every young man and binds no one to a life of obscurity, who has the ability to rise above it. After fifteen months, he became cashier and bookkeeper in charge of the office of the firm. When not yet nineteen years old, he engaged in a commission business on his own account in partnership with Morris B. Clark, as Clark & Rockefeller, continuing with various partners until the spring of 1865.

Meanwhile, Mr. Rockefeller had entered upon the enterprise, which the commercial genius of himself and his associates was to develop to worldwide proportions. As early as 1860, the firm of Clark & Rockefeller, with others, had established the oil refining business of Andrews, Clark & Co. Selling his interest in the commission house in 1865, Mr. Rockefeller, with Mr. Andrews, bought the interest of their associates in oil refining, establishing the firm of Rockefeller & Andrews. This business developed with great rapidity. With William Rockefeller as an added partner, the firm of William Rockefeller & Co. was established in Cleveland and shortly thereafter all the partners united in founding the firm of Rockefeller & Co. in New York, for the sale of the products of their refineries. Two years later, these companies were consolidated under the name of Rockefeller, Andrews & Flagler, in association with Henry M. Flagler, with whom the Rockefellers had had several years of pleasant intercourse.

In 1870, The Standard Oil Co. of Ohio was organized with a capital of \$1,000,000, with John D. Rockefeller as president, William Rockefeller vice president and Henry

M. Flagler secretary and treasurer. Many other refineries in Ohio, Pennsylvania and New York associated themselves with The Standard Oil Co. from time to time, and in 1882, The Standard Oil Trust was formed with a capital of \$70,000,000, afterward increased to \$95,000,000, which, within seven or eight years, came into possession of the stocks of the companies controlling the greater part of the petroleum refining business of the United States, and, in addition, of large oil producing interests. In 1892, the Supreme Court of Ohio decided the Trust to be illegal, and it was dissolved, the business being now conducted by the separate companies, in each of which Mr. Rockefeller is a shareholder. The Standard Oil companies have been able to reduce the cost of oil to consumers, and they now own thousands of acres of oil lands, an extensive system of wells, refineries, pipe lines, oil steamships, and business houses in all the principal cities of the United States and the representative cities of nearly every civilized country on the face of the globe. They control the greater part of the petroleum business of this country and export much of the oil used in other countries. They give employment to a vast army of men, among whom strikes are unknown.

Mr. Rockefeller has invested largely in various other industrial enterprises, thus contributing in many directions to the prosperity of the country. He is moreover a man of public spirit. From the time he began life as a boy, he has in each year enlarged his contributions to philanthropic and religious work throughout this and other countries. His benefactions are as a rule not made public, and their consideration has for many years required more time and attention than his business affairs. His largest gift to any one institution has been over \$4,000,000. He is actively engaged in church work, enjoys home life and belongs to few clubs or other social organizations.

WILLIAM ROCKEFELLER, president of The Standard Oil Co. of New York, born in Tioga county, N. Y., May 31, 1841, is the second son of William A. and Eliza Davidson Rockefeller. He received his education at the academy in Owego and the public schools in Cleveland, O. The family moved to Cleveland early in the '50s. Beginning his business career in 1858, modestly, as a bookkeeper for A. Quinn, a prominent miller of Cleveland, with whom he remained for two years, Mr. Rockefeller then served in the same capacity the forwarding and commission house of Hughes & Lester. At the end of the second year, upon the retirement of Mr. Lester, Mr. Rockefeller became his successor in the firm under the name of Hughes & Rockefeller. For several years, he carried on a successful produce commission business and gained therefrom the means to engage in the famous operations, with which he then became identified. This firm dissolved in 1864, and he formed a co-partnership with his brother, John D. Rockefeller and Samuel Andrews, as Wm. Rockefeller & Co., to engage in oil refining, and built the Standard Oil Works in Cleveland. His brother and Mr. Andrews were already in the same business under the name of Rockefeller & Andrews, conducting the Excelsior refinery. In 1865, Mr. Rockefeller came to New York and established the firm of Rockefeller & Co. to sell and handle in this market the oils of the two concerns in Cleveland. The success of his operations bore eloquent testimony to his ability as a merchant. In 1867, all three firms were dissolved to be succeeded by Rockefeller, Andrews & Flagler of Cleveland and New York city, William Rockefeller taking charge of the business in New York. In 1870, the firm of Rockefeller, Andrews & Flagler dissolved and organized The Standard Oil Co. of Ohio, with John D. Rockefeller as its president and William Rockefeller, vice president, the

latter in charge of the mercantile and financial business in New York. In 1881, The Standard Oil Trust was formed and with it The Standard Oil Co. of New York. William Rockefeller was elected vice president of the Trust and president of The Standard Oil Co. of New York, and has continued to be president of the latter until the present time. In the creation of the enormous business of this company, Mr. Rockefeller has played an important part. He is famous for exact knowledge of all the details of the operations of the company, close discrimination and clear and correct judgment, and his opinions have always had great weight in the affairs of his corporation. He was married in 1864, in Fairfield, Conn., to Miss Almira Geraldine Goodsell, and has four children living, Emma, William G., Percy Avery and Ethel Geraldine. In 1875, he built the house on the northeast corner of Fifth avenue and 54th street, which has ever since been the family residence. His splendid country seat is on the North river between Tarrytown and Scarborough, upon the old Aspinwall estate, of which he is now owner. Large wealth has enabled him to extend his interests and he is a director of The Consolidated Gas Co. of New York, The United States Trust Co., The National City Bank, The Hanover National Bank, The Leather Manufacturers' National Bank and The New York, New Haven & Hartford, The Delaware, Lack-wanna & Western and The Chicago, Milwaukee & St. Paul Railroads. He is a man of retiring disposition, an enthusiastic horseman, and a member of the Union League, Metropolitan, and Gentlemen's Riding clubs.

CORNELIUS VAN SCHAICK ROOSEVELT, merchant, born Jan. 30, 1794, died July 17, 1871. He was a conspicuous member of an old Dutch family, which has produced many men distinguished both in private life and public affairs. The first representative of the name, Claes Martinsen Van Roosevelt, came from Holland to New Amsterdam in 1649. From Martinsen, the line came down by direct descent through Nicholas, Johannes, Jacobus, and Jacobus I., (known as James), to Cornelius V. S. Roosevelt. Jacobus I. Roosevelt, father of Cornelius, was a Commissary during the entire War for Independence, giving his services without reward, and Nicholas, an uncle of the subject of this memoir, brought out the steamboat simultaneously with (the family claim before) Fulton and ran vessels of this class on the Mississippi river while Fulton was operating them on the Hudson. Cornelius V. S. Roosevelt was one of the most eminent of this family and in his day was one of the four or five richest men in New York city. He was for many years engaged in the importation of hardware and plate glass, and also the inheritor of large means from the Roosevelt family. In the judgment of his contemporaries, he ranked as a man of the soundest opinions and most accurate discrimination. He was one of those who founded The Chemical Bank on the single principle of honesty, a trait not so common as it should have been in banks in those days, and the institution has never failed to pay its obligations in gold. During the War, it redeemed its notes at one time at 280 in greenbacks. He introduced in business a principle even more rare, by giving out no notes. The United States Bank he fought from start to finish. While a very rich man, Mr. Roosevelt never valued money for its own sake. He made money through the power of his own mind and then gave it away to his family and in unknown charities. By his marriage with Margaret Barnhill, he was the father of Silas Weir Roosevelt, an excellent lawyer and famous wit, who died about twenty years ago; James A. Roosevelt; Cornelius V. S. Roosevelt, who died Sept. 30, 1887, in his sixtieth year, without issue; Robert B. Roosevelt;

Theodore Roosevelt, Allotment Commissioner, now deceased; and William W. Roosevelt, the latter dying while young.

JAMES ALFRED ROOSEVELT, banker, son of Cornelius V. S. Roosevelt, was born in New York city, June 13, 1825. Educated at home by private tutors, he began business for himself at the age of 21 as a member of Roosevelt & Son, importers of hardware and plate glass, but soon abandoned the hardware branch of the business as unprofitable. For a number of years, the firm continued the importation of plate glass, being the leading house in that business. Mr. Roosevelt and his brother Theodore both acquired a fortune. After his brother's death, he established in 1878, with his two sons, Alfred and William Emlen Roosevelt, the bank of Roosevelt & Sons, under the old firm name, at No. 33 Wall street. Alfred died July 3, 1891, in consequence of a railroad accident, but the remaining partners yet conduct the bank at the location above named. Mr. Roosevelt is one of the best known citizens of New York, and is vice president of The Chemical National Bank and director in The New York Life Insurance & Trust Co., The New York, Chicago & St. Louis Railroad, The Buffalo, Rochester & Pittsburgh Railroad, The Delaware & Hudson Canal Co., and The Eagle Fire Insurance Co., president of The Roosevelt Hospital, and trustee of The Society for the Prevention of Cruelty to Children. He has extensive holdings in real estate, and was once president of The Wabash, St. Louis & Pacific Railway. He possesses shrewd judgment and fine executive ability, which have made his services valuable in all the corporations with which he is identified. He is sound, conservative and much admired "in the street." During the Civil War, the Government received his cordial support, and he served on the Committee of Seventy at the time of Tweed's overthrow. By appointment to the Park Board under Mayor Strong, Mr. Roosevelt has recently entered the public service. He rides much on horseback in the Park and promises to make as good a public official as a business man can. Several of the best clubs in town bear his name upon their rolls, including the Metropolitan, City, Century, Seawanhaka Corinthian Yacht, Riding and Down Town clubs. Mr. Roosevelt married in 1847, Elizabeth N., daughter of Wm. F. Emlen, of Philadelphia, and there have been born to them, May, Leila, Alfred, and William Emlen Roosevelt. The summer home of the family is at Oyster Bay, on Long Island.

JAMES I. ROOSEVELT, lawyer, born in this city, Dec. 14, 1795, died at his home, No. 836 Broadway, April 5, 1875. He was a son of James I. Roosevelt, plate glass and hardware merchant, and brother of Cornelius V. S. Roosevelt. In 1815, he graduated from Columbia College, and was admitted to the bar in 1818. He took part in much notable litigation, and was remarkable as a cross-examiner. Inherited means then enabled him to devote his time almost wholly to public affairs. He identified himself early in life with the Democratic party in the days when Tammany Hall was good, and was for a time treasurer of the Tammany General Committee. In 1828, he was elected to the Common Council and re-elected in 1830, and served for several years upon the Public School Board. In 1835 and 1840, he was elected to the Legislature, serving both times upon the Judiciary Committee. Going to Congress in 1841, he entertained splendidly while there and declined renomination. In 1851, he became a Justice of the Supreme Court by a large majority and filled this responsible position on the bench for eight years, during one year being ex-officio a member of the Court of Appeals. At the close of his judicial career, President Buchanan appointed him to the

office of United States Attorney for the Southern District of New York, which he retained until the close of that administration, when he retired to private life. Judge Roosevelt possessed a purity of character which was stainless and an integrity which was unimpeachable. His wife was a leader in society. A large farm in Westchester county formed his favorite retreat from the cares of business.

ROBERT BARNWELL ROOSEVELT, lawyer and banker, born at No. 31 Cortlandt street in this city, Aug. 7, 1829, is a son of the late Cornelius V. S. Roosevelt and springs from pure Holland Dutch stock.

As a boy, Mr. Roosevelt gave early indications of marked ability and at sixteen years of age had written a play, which was accepted by John Brougham and would have been produced, had it not been destroyed in the fatal fire in Winter Garden Theatre. He wrote several contributions for the press, among them an account of the Mammoth Cave of Kentucky, then hardly known, which appeared in the old *Knickerbocker Magazine*. The first article for which he ever received pay was written for THE TRIBUNE. At the age of twenty-one, Mr. Roosevelt was admitted to the bar and practiced law with success for about twenty years, thereafter relinquishing his practice to his son. Inherited wealth then enabled him to devote his time largely to literature and public affairs. His property has consisted largely of real estate, an investment greatly in favor in his family since the days of the Roosevelt farm on this island in the neighborhood of Roosevelt street. He is a large owner and director in improvements at Brigantine Beach, N. J., and has been an officer of various companies, including The Jefferson Insurance Co., and for several years president of The Holland Trust Co., and of The Shenango & Allegheny Railroad, The Brigantine Beach Railroad, The Mercer Mining & Manufacturing Co., and The Broadway Improvement Co.

Always fond of field sports, Mr. Roosevelt was among the first to visit some of the then more remote portions of the United States in pursuit of wild game. He wrote, "Superior Fishing," "A Trip to the Laval," and a number of kindred works, and took an active part in the organization of societies for the protection of game. For many years, The New York Association for the Protection of Game made him its president and in 1868, he became, with Horatio Seymour and Seth Green, a member of the first Commission of State Fisheries. Mr. Roosevelt served on that Commission for twenty years, writing all the reports and supervising the work, a part of the time being its president. His repeated successes in winning first prize in the annual fly casting tournaments were the despair of his competitors. In recent years, he has served as one of the Commissioners of New York State to codify the game laws. While a member of Congress, to which he was elected in 1872, he proposed the creation of the United States Fishery Commission and secured the passage of the law. In 1888, Mr. Roosevelt resigned from the State Fish Commission to become American Minister to the Netherlands and filled this position for nearly two years. He has been an Alderman and one of the Commissioners of the Brooklyn Bridge. Various public positions have been declined by him, including those of Mayor of New York, Judge and Assistant Treasurer of the United States.

Among his published works are "Game Fish of North America," "Game Birds," "Fish Hatching and Fish Catching." "Florida and the Game Water Birds," "Five Acres Too Much," a satire on scientific farming; "Progressive Petticoats," a satire on female strongmindedness; and "Love and Luck," an idyl of the Great South Bay.

In politics always a Democrat, he has been a leader in every reform movement since 1862. Loyal to the Union during the War, he became one of the founders of the Union League club and joined the thirty days men who went to the support of Washington. He served on the Committee of Seventy, which brought about the downfall of the Tweed ring, and was one of the two Democrats who spoke at the meeting when the committee was organized. Of his speech in that famous movement, half a million copies were printed by the committee for distribution. He has been the founder and godfather of half a dozen clubs, first vice president, later president, and always one of the most enthusiastic members of The Holland Society, president of the Arcadian club, manager of the Manhattan and Lotos clubs, first vice president of the Reform club, and member of the Century, Press, New York Yacht and Seawanhaka Corinthian Yacht clubs. He is also vice president of The Sons of the American Revolution in New York.

In 1850, he married Elizabeth Ellis, daughter of John S. Ellis. To them have been born Margaret, John Ellis, Helen L., who died while young, and Robert B. Roosevelt, jr. After the death of his wife, he married, in London, Marion T. Fortescue, widow of R. Francis Fortescue and daughter of John O'Shea of Nenagh, Ireland.

THEODORE ROOSEVELT, merchant and philanthropist, born in New York city, Sept. 22, 1831, died at his residence, No. 6 West 57th street, Feb. 9, 1878. He was a son of Cornelius V. S. and Margaret Barnhill Roosevelt, from whom he inherited a fortune which, added to his own, acquired by diligent enterprise, made him a man of large wealth. For many years and until 1876, he was engaged in the importation of glass with his brother, and was, perhaps, the first to start the idea of a trust. He made a combination in the glasstrade, which he kept up to taw by a dinner every Saturday at Delmonico's and which brought to book any member of the combination chargeable with underhand work. One or two such experiences was enough for the most recalcitrant. Although a millionaire, when the Civil War broke out and it was discovered that families of many volunteers were destitute, he organized the Allotment Commission and visited personally every regiment of every corps from the East and saved millions to the destitute women and children. He served without compensation in an almost desperate cause and the tremendous labor which he performed was never recognized by the public, although for that matter he never sought to have it recognized. He did it because it was the right thing to do. In January, 1876, he devoted himself to banking as head of the firm of Theodore Roosevelt & Son. For many years, he was prominently identified with public charities. He was especially interested in The Newsboys' Lodging House which he founded and for a time he supported the uptown branch entirely. He was also interested in The Young Men's Christian Association and a liberal giver to many charities, always interested in increasing their efficiency. He was one of the founders of the Union League club, the Patriarchs, and The Orthopedic Hospital and The Children's Aid Society, one of the organizers of The Bureau of United Charities, and a member of the State Board of Charities. Although not a professional politician, Mr. Roosevelt was always active in political life as an anti-machine Republican. When nominated by President Hayes as Collector of the Port of New York, he was rejected by the Senate because he was a Civil Service reformer. In 1853, he married Miss Martha Bulloch, who with four children survive him, the latter being Anna L.; Theodore, long United States Civil Service Commissioner and now head of the Police Commission of this city; Elliott, now deceased; and Corinne, wife of Douglas Robinson.

ELEAZER WHEELOCK RIPLEY ROPES, merchant, usually known as Ripley Ropes, born in Salem, Mass., Sept. 30, 1820, died in Brooklyn, May 18, 1890. He was a son of Benjamin and Frances Wilkins Ropes and the youngest of five brothers, and began to earn his living at the age of ten, as a newspaper carrier for *The Salem Register*, the delivery route being owned by his four brothers. At the age of 12, he was apprenticed to Taylor & Fox, the leading tailors of Salem, and spent three years in their employment, thereafter traveling in the South upon mercantile business. At the age of 20, he settled down in Salem and with his brother Reuben engaged in the South American trade. At one time, he was an alderman of the city. The growth of their interests compelled the brothers, in 1863, to remove their business to New York and their homes to Brooklyn. Ripley was a good merchant, energetic, clear-headed and upright, and prosperity attended his enterprise. The firm dealt in hides, grain, wool and leather, and owned large interests in vessels. Although a Republican in political faith, he believed in non-partisan government locally and, as a reformer, was elected an Alderman of Brooklyn, being re-elected in 1874. In 1877, he was appointed to a vacancy in the Board of Supervisors. In 1871 and 1881, he became a member of the State Board of Charities and served thereon until, a few weeks before his death, he declined reappointment. In this office, he cut off useless expenses, exposed the abuses practiced by the local bureau of charities, and saved the county nearly \$2,000,000. In 1881, he was nominated for Mayor of the city but withdrew in favor of Seth Low, whom he placed in nomination himself and helped to elect. He accepted the position of Commissioner of City Works under Mayor Low. Conscientious in the performance of every duty, he never wearied in trying to bring good out of evil. In 1873, he became president of The Brooklyn Trust Co., and held this position until his death, and was a member of the Brooklyn club and The New England Society. By his marriage, Oct. 22, 1846, to Elizabeth Graves, he was the father of Grace Frances, Elizabeth Graves, Frederick, Albert Gardiner, Alice, Charles Arthur, Walter Pierce, Lincoln and Louis Wheelock, twins, and Anna Caroline Ropes.

REUBEN WILKINS ROPES, merchant, born in Salem, Mass., July 16, 1813, who died in Brooklyn, N. Y., July 30, 1890, came from an old English family, his ancestors having settled in Salem in 1632. The family originated in America with two of the Pilgrim Fathers. Captain Benjamin Ropes, 1772-1845, a shipping merchant of Salem and father of Reuben, fought at Lundy's Lane in Canada against the British in the War of 1812, as Captain of the 21st Inf., while the grandfathers of the subject of this memoir, on both sides of the family, Benjamin Ropes and Reuben Wilkins, were officers in the American Revolution. Reuben W. Ropes began life in the pursuits in which his father was engaged, and, later formed the shipping firm of R. W. Ropes & Co., in Salem, in which his brothers were interested. The firm operated a packet line between Salem, Boston, New York, Baltimore and Philadelphia. Finally, the firm removed to New York city, where they carried on a constantly increasing business in the building known as the old colonial stage house at 73 Pearl street. Mr. Ropes retired from business about fifteen years before his death, and devoted his life thereafter to charitable work. He was of a modest and retiring disposition, and his many acts of charity were done without ostentation. He supported many poor families through periods of distress, often going among them and searching out cases where his sympathy and money would bring relief. It was his favorite idea to aid the poor with-

out degrading them. He was one of the founders of The Brooklyn Eye & Ear Hospital, vice president of The Long Island College Hospital, president of The Seaman's Friend Society, and for over a quarter of a century president of The Association for Improving the Condition of the Poor. In all these offices, as in less responsible ones in many other societies, he proved himself a careful man of business, a wise counselor and a valuable executive. For many years, he was a member of the Chamber of Commerce and The New England Society. When Mr. Beecher began preaching in Brooklyn in 1847, Mr. Ropes was greatly impressed with him and joined Plymouth Church, with which he remained connected until his death. He was a trustee and a deacon, and one of the most constant attendants upon church services. Mr. Beecher said that he had not in his congregation a more saintly man. Mr. Ropes sent his Bible class at Warren street mission to the front during the Civil War. All returned in safety, and he gave each one a bank account and established them in business. In 1849, he married Maria L., daughter of Judge Jacob Thompson, a prominent resident of Monson, Mass. Two sons and one daughter survived him, their names being William, Edward Wilkins, and Fanny, wife of George R. Hallett Thorn, of New York.

ALBERT S. ROSENBAUM, merchant, a native of Cassel, Germany, who died in this city, Feb. 17, 1894, in his sixty-fourth year, came to this country while young and settled in California. Engaging in business there, he accumulated means by dint of business tact, shrewdness and industry, and invested a part of his capital advantageously in San Francisco real estate. After he had made this city his permanent home, he engaged in the importation and manufacture of tobacco, taking a leading position in the trade and becoming one of the richest Germans in America. He was a director in The Manhattan Trust Co., The Fulton Market National Bank, The Third Avenue Railroad, The Twenty-third Street Railroad, and other corporations, and owned the Hotels Albert and St. Stephens and other important realty. A man of energy and ability, well informed on all economic and public questions and personally attractive, he enjoyed the acquaintance of a large circle of friends.

JACOB ROTHSCHILD, merchant, a native of Rothenkirchen, Hessen, Germany, was born May 26, 1843. He came from a family of trades people of moderate means but of excellent character and reputation. Two of his maternal uncles were men of great learning. In 1856, at the age of thirteen, he came to the new world and was apprenticed to a jeweler. This trade was too confining and he found more congenial employment in mercantile business, and finally established a store at 333 Sixth avenue and entered upon the importation and sale of millinery. His success has been marked. He now has branch stores in New York, Boston, Brooklyn and Philadelphia, each one under the direction of a member of his family. The period from 1874-79 is well remembered in this city on account of a reaction in the values of real estate. Many men wanted to sell and few had the courage to buy. Mr. Rothschild foresaw that the growth of New York city would revive values and invested largely in lots and buildings on the best business streets, acquiring some property also near Central Park. His judgment was proved by the subsequent great appreciation in value of his properties. His most notable venture has been the construction of the building on the corner of 72d street and Central Park West, known as the Hotel Majestic, twelve stories in height, at a cost of about \$3,500,000. Mr. Rothschild married his cousin, Regina, daughter of H. Rothschild, and is the father of Joseph Jacquin, Helene Rosalind,

Florence Sylvia, and Elsa Beatrice Rothschild. His contributions to charity have been generous, and his name is a tower of strength to the Montefiore Home, Mount Sinai Hospital, Hebrew Benevolent Orphan Asylum, United Hebrew Charities, St. John's Guild and other institutions. He belongs to the Progress and Freundschaft clubs.

VICTOR HENRY ROTHSCHILD, manufacturer and merchant, has attained a deservedly high rank among the self-made men of America. Born at Nordstetten, in the depths of the Black Forest, Wurtemberg, Germany, April 6, 1835, he was the oldest of a family of seven children. He received at that place a public school education and then entered the employment of his father, a retail dry goods merchant. He remained with him four years, working hard and devoting his spare hours to study and self-cultivation. Like hundreds of other young Germans, however, he longed for a more extended sphere in which to display the business ability, which he felt he possessed, and, preparatory to his starting for this country, devoted himself industriously to the study of English. Thus, when he emigrated, in 1852, he had a fair command of the language, and this he continued to improve by study and practice at his new home in Fort Wayne, Ind.

By dint of unwearying energy and the knowledge of American business methods he had managed to acquire, aided by the strictest economy (his purse contained only eight silver dollars on his arrival in Fort Wayne), he was enabled in a comparatively short time to start in business on his own account. His first independent essay as a merchant was in the sale of optical goods, with which he traveled from town to town in Ohio and Indiana, his modest wagon being his store and warehouse. Gradually, he added fancy goods and notions to his stock in trade and before long was in a condition to sell with advantage to consumers and small country stores. In 1854, he was induced by his brother-in-law to go to Mount Carroll, Ill., where the latter established a dry goods store in Mr. Rothschild's name. Meantime, the young merchant, determined not to abandon his old business because of his change of location, continued his sales of optical and fancy goods in the then new West, and prospered so well that he sent for his younger brother, Marx, to join him in the new world. But, while he prospered, his brother-in-law met with disaster, and in the panic of 1857 went into bankruptcy, causing Mr. Rothschild the loss of about \$18,000 which he had advanced from time to time, as well as \$38,000 of debts contracted in his name. Undaunted by disaster, Mr. Rothschild and his brother Marx started South as soon as they could get clear of the wreck, and finally settled in Georgia, trying Macon first, and then Hawkinsville. In the latter place, they opened a general store, stocking it with dry goods, groceries and miscellaneous merchandise, and were soon once more on the road to prosperity.

This was just before the outbreak of the War of the Rebellion. At about this time, news was received from Germany of the illness of their father; and Marx instantly started for his old home, although his presence here was greatly needed.

Then came the War with all its horrors, and Mr. Rothschild was compelled to abandon his prosperous business and go to New York. Here, finding that the indebtedness of \$38,000, accumulated in his name by his brother-in-law, had not been met, he settled it at great personal sacrifice, dollar for dollar, out of his Southern savings. For a year or more, his business activity was suspended, but in 1863, and through a mere coincidence, he began the manufacture of negligé shirts, then an entirely new



O. Henry Rothchild

industry, at No. 122 Chambers street. This enterprise was markedly successful from the very start and has gradually attained large dimensions.

About this time, his brother returned from Germany and for the next four years their trade increased with wonderful rapidity. In 1868, they found it necessary to enlarge their plant greatly and accordingly rented additional quarters at No. 48 Leonard street, which were further supplemented in 1870 by another addition at No. 46 Leonard street. This gave their establishment a frontage of seventy-five feet and added largely to their manufacturing facilities. Up to 1869, the firm did business under the name of Rothschild Bro's, but, in that year, Simeon Gutman was admitted to partnership and the name changed to Rothschild Bro's & Gutman. In 1877, the partnership dissolved by mutual consent, V. Henry Rothschild liquidating its affairs and continuing alone until 1880, when Isaac Dreyfus was admitted as a partner, and the firm became V. Henry Rothschild & Co.

During this year, 1880, The Central Real Estate Association erected the building at the corner of Leonard street and West Broadway, especially designed for the manufacture of shirts, and this building was leased by the firm for a term of years. In 1892, Mr. Rothschild bought the building, and realizing that yet more room was needed, the firm rented a large modern factory building, Nos. 5 to 15 Sullivan street, to be used for manufacturing, warehousing and shipping. The premises at West Broadway and Leonard street were then changed into a well equipped office building, the firm retaining the second floor for their sale and counting rooms. It is now known as the "Rothschild Building," and ranks high among the spacious, costly and convenient office buildings, with which New York is equipped. Mr. Rothschild is also a large holder of other valuable real estate in the city of New York. The firm in recent years have added largely to the variety of goods they manufacture, and now make shirts of every kind, trousers, ladies' waists, etc., etc. Some idea of the vastness of this business may be gathered from these figures: The salesrooms at Leonard street and West Broadway and the factories on Sullivan street employ directly and indirectly over 1,500 people, while an additional factory at Freehold, N. J., gives employment to over 1,500 more. In addition to this, the Board of Trade of Trenton, N. J., contemplate the construction of another factory, which, when completed, will employ as many hands as the Freehold factory. It may safely be said then that the firm gives work directly and indirectly to about 7,000 persons. Mr. Rothschild has always taken a deep and kindly interest in the welfare of the people who work for him, and many of the Freehold operatives live in modern houses, built expressly for them, each accommodating a family of six or eight persons. These are let to employes at a nominal rental of \$6 or \$7 a month, according to size.

While Mr. Rothschild has been too busy a man all his life to take any active interest in politics, no man is more keenly alive to the affairs of the city, of which he is one of the highly respected citizens, wielding a commanding influence in the business world. In the recent fight for reform in New York, he was not backward in lending aid to the good cause. During 1889, he served as a director of The Seventh National Bank, but resigned as soon as the year expired, explaining that the demands of his enormous business were so pressing that he had no spare time at his disposal. He has often been solicited to take part in the management of prominent financial institutions, but for the same reason has been compelled to decline. But he does find

time for charity, and in a quiet way has done a large amount of good among the poor, during the last quarter of a century. Since 1872, he has been a director of Mt. Sinai Hospital and the Montefiore Home for Incurables and is interested in many other leading institutions.

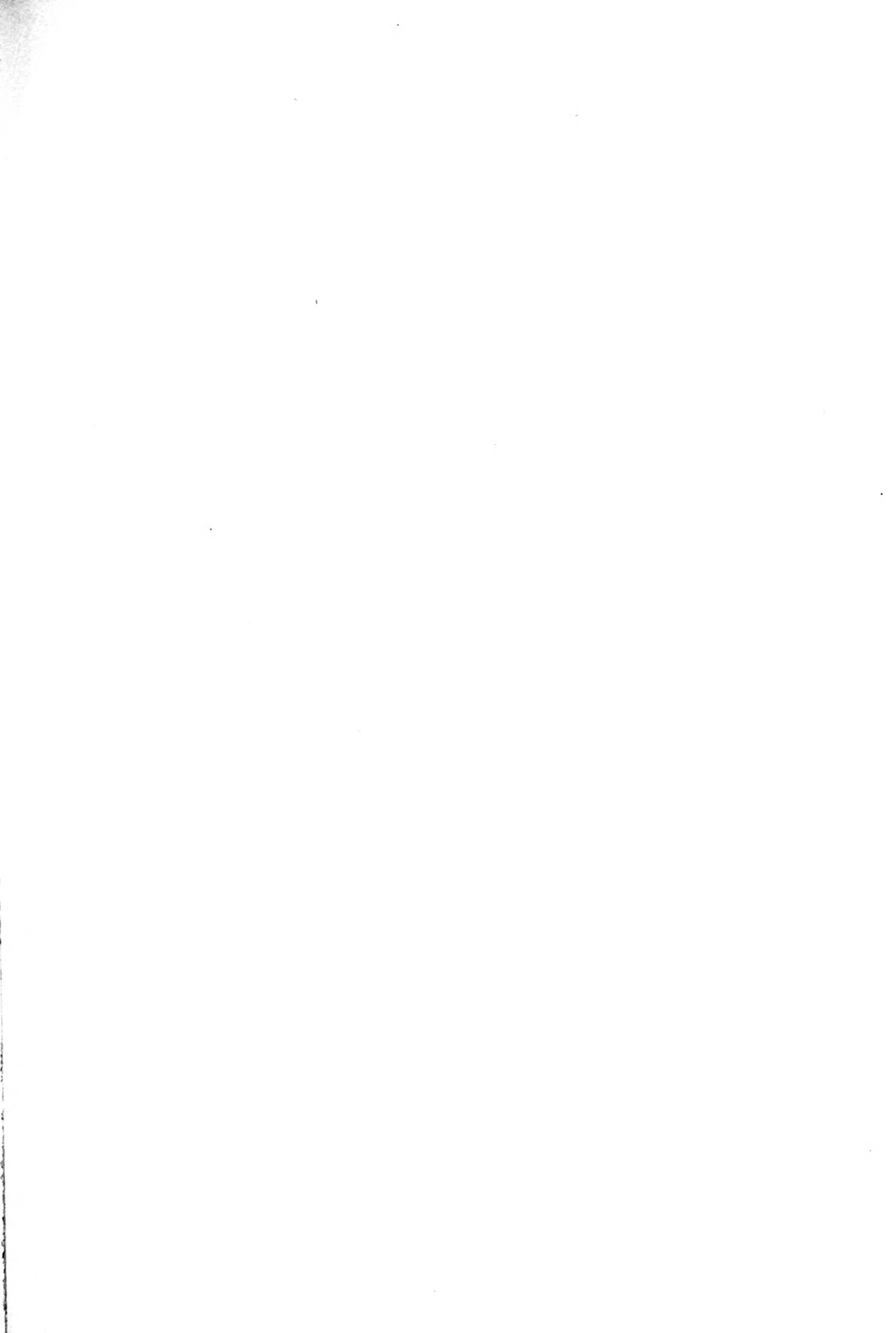
He married Miss Josephine Wolfe, daughter of Jacob Wolfe, a retired merchant of New York, in 1866, and lives at No. 4 East 57th street, and his handsomely appointed home, his fine library, and collection of paintings bear witness to his artistic tastes.

His eldest son, V. Sydney Rothschild, is a graduate of Harvard and will later become a member of the firm. A daughter was married April 3, 1895, to Mr. S. R. Guggenheim, president of The Great National Smelting Co., of Monterey, Mexico. The other members of the family are the Misses Gertrude and Constance Lily, two exceptionally attractive girls, the latter at present a student at Wellesley College, and Clarence G., a younger son.

Mr. Rothschild is essentially a home man and has never been what is generally called a club man. He has, however, long been a member of the Harmonie and Players' clubs and the Board of Trade & Transportation. He is a man of strong presence, with a determined will and a kindly manner, which carries everything before it. His untiring energy and his enthusiastic manner of forging ahead, always into new and unexplored fields, are the envy of the younger men about him. Stern and severe at times, asserting his opinions whether right or wrong, by a kindly smile he at once dispels any ill feeling and adds his recent opponent to his large retinue of steadfast friends.

JOHN RUSZITS, merchant, a native of Baja, Hungary, died at St. James, Long Island, Oct. 18, 1890, at the age of eighty-one. His parents being poor, the boy, at the age of twelve, went to London, England, found employment in the furrier's trade with difficulty, and after a period of poverty and hard work found himself finally, at the age of thirty-five, the owner of about \$2,000 saved from his earnings and a master of his craft. Partly to gain a renewal of his health and partly to improve his position he came to New York city in 1851. Here, after looking about, he engaged a loft at No. 99 Maiden lane at a small annual rental, and in this modest place became the pioneer manufacturer of seal skin garments in America and founder of The John Ruszits Fur Co. He met with great success in his industry and became a prominent merchant, the owner of a warehouse and other realty in this city and a rich man. Having made his home in Brooklyn, he took a strong interest in the public affairs of the city, but declined many offers of public office. He was a director of The Prudential Fire Insurance Co., a member of The Society for the Prevention of Cruelty to Animals, and otherwise active. Clara Frederica, his wife, survived him. The family had a country residence at St. James, Suffolk county, Long Island. Mr. Ruszits was always liberal in his gifts to charities and by his will left about \$125,000 to public institutions. Mrs. Ruszits is now the wife of Welcome G. Hitchcock, president of The John Ruszits Fur Co.

THOMAS RUTTER, a native of Holywell, Wales, died in this city, May 3, 1895, in the seventy-first year of his age. Oldest son of Thomas Rutter, he came to America while a boy, and after leaving Mount Pleasant Academy, in Sing Sing, began life as a civil engineer. This occupation he followed for years and until ample means led him into the management of corporations. Through the execution of contracts for the excavation of the Allegheny and other railroad tunnels, and the building of





Engraved by H. H. Smith, N. Y.

Thomas F. Ryan

important railroad works in various parts of the country, he was able finally to retire from labors of this class. At the time of his death, he was a director of The Louisville & Nashville Railroad, The Farmers' Loan & Trust Co., The American Pig Iron Storage Warrant Co., The Bank of the State of New York, The Housatonic Railroad Co., and other corporations. Some of the best clubs in town admitted him to membership, including the Metropolitan, Union League, Down Town and Church clubs, and he belonged also to the Chamber of Commerce and St. George Society. His wife, Georgina Renaud, and four children survived him.

THOMAS F. RYAN, is one of the younger Southern men, who came North at the close of the Civil War to make fame and fortune and succeeded. He was born in Nelson county, Va., on the eastern slope of the Blue Ridge, Oct. 17, 1851. His ancestors on his mother's side were the McAlexanders, of Scotch-Irish descent, who settled in the famous Valley of Virginia, which comprises the counties of Rockland and Augusta. His paternal ancestors came from the North of Ireland, while America was yet an English colony, and settled in the section which is now Nelson county.

Losing his mother at the age of five, young Ryan went to live with his maternal grandmother on the old family estate, where he remained during his boyhood. At the age of fifteen, he assumed charge of his grandmother's estate and managed it as well as the disastrous consequences of the Civil War permitted. For two years, the young man struggled manfully to raise the property out of the slough of despond into which the entire section had been plunged by the great War, but, at the end of that time, was forced to realize that the attempt was hopeless. In 1868, therefore, he left the ancestral homestead and, although penniless, too proud to seek aid from family friends, he set forth to make his own way in the world. Reaching Baltimore at the age of seventeen, he found scores of other Southern boys in like condition seeking employment of whatever kind. Day after day, he walked the streets, applying at store after store in vain, until his last dollar was reached. Finally, when prospective starvation was fast giving way to despair, he was fortunate enough to find a vacancy in the large commission dry goods store of John S. Barry and was told to report for work on the following morning. Experience had already taught the danger of an opportunity neglected, and, taking off his hat and coat, he calmly announced his attention to begin work at once. For two years, he subsisted on a small salary but at the end of that time, his employer, attracted by his fidelity and persistence, offered him a place in a banking house, which he was about to establish in New York. He accepted gladly and in the two following years learned the first principles of finance, which formed the foundation of his subsequent success as an executive financier.

Upon attaining his majority, Mr. Ryan secured a partnership with a member of the Stock Exchange and did so well that, two years later, he was able to buy a seat for himself on the Exchange and materially broaden his sphere of activity. His capacity won quick recognition and he soon numbered among his business and personal friends, William R. Travers, Samuel J. Tilden, John R. Garland, John B. Trevor, Robert L. Cutting and many other large Wall street operators of those days. During the next ten years, operating through his firm, he carried through many of the largest transactions of that time.

In 1885, although retaining his membership in the Stock Exchange, he retired from business for the purpose of taking a much needed rest, but before a year had elapsed

he joined hands with William C. Whitney in securing and consolidating the various street surface railroads in New York, which now comprise the large system owned by The Metropolitan Traction Co. His attention having been turned in this direction, he also acquired and held control of the Milwaukee street railroads long enough to make a large amount of money. Subsequently, he became associated with A. J. Cassatt, Frank Thomson, John D. Crimmins and others in building up the vast Consolidated Traction Co. of New Jersey.

After the downfall of The Richmond Terminal Co., which controlled The Richmond & Danville, The East Tennessee, Virginia & Georgia, The Georgia Pacific and other Southern railroads, he became a director in these companies and ultimately took an active part in the successful reorganization of the roads into the great Southern Railway system of to-day. He also acquired control of The Columbus, Hocking Valley & Toledo Railroad, and is at present effecting a reorganization of The Central Railroad & Banking Co. of Georgia.

He is a director in The Southern Railway, The Hocking Valley, The Flint & Pere Marquette and The Georgia Central Railroads, The Metropolitan Traction Co., The Consolidated Traction Co., The Bank of New Amsterdam, and many other corporations of like nature.

The success of his business career, culminating in a fortune estimated at several millions, is obviously due to indomitable will power, unrelenting perseverance and breadth of mental vision. Not only has his strict integrity won the esteem of all with whom he has been associated, but it is universally conceded that, as an executive railroad and corporation financier, he is probably without a superior to-day in the United States. Mr. Ryan married, Nov. 25, 1873, Miss Ida M. Barry, daughter of his first employer in Baltimore, and his family consists of five sons. He has always been a staunch Democrat and has taken an active interest in National and State politics since 1876, and is a member of the Union, Manhattan, Riding, Lawyers', Catholic and other clubs, and The Southern Society, chairman of the Finance Committee of the Roman Catholic Orphan Asylum and an active supporter of many charitable organizations.



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RUSSELL SAGE, financier, railroad president, stockbroker, public leader, and man of affairs, is one of the most unique personages in Wall street. The circumstances even of his birth were unusual, and, while these pages speak of many other entertaining and remarkable careers, it will be hard to find a life story in which the interest is more sustained from the beginning.

The War of 1812 having ended and tranquillity having returned to the country, there occurred about 1816 an exodus of population from the East to the new regions of the West. During that year, a company of Connecticut farmers might have been seen making their way by ox team through Mohawk valley in New York State, bound for distant Michigan. Elisha Sage and Prudence Risley, his wife, were of this company. During a halt at the hamlet of Schenandoah in the township of Verona, Oneida county, N. Y., Aug. 4, 1816, there was born to Elisha and Prudence Risley Sage, in one of the houses of the hamlet, the subject of this biography. Before his wife could recover strength to resume the journey, Elisha Sage discovered that he had already reached a goodly land and he settled in the town of Verona. Two years later, he removed to a farm near Durhamville, where, after an honorable and useful life, he died at the old homestead, April 23, 1854.

Russell Sage spent his early boyhood, a bright, careless, hearty lad, upon his father's farm, attending school in the winter time and occupied at home in summer with the work and sports of the farm. While gaining inexhaustible physical vitality in the healthful existence of the farm, the boy already displayed a talent for trading, which marked him as a born business man.

At the age of twelve, he began life without means as a hard working errand boy in the grocery of his brother, Henry Risley Sage, in Troy, N. Y. The hours of duty were long and full of humdrum occupation, but the boy had his evenings and improved them by studying useful books. When he had gained in knowledge and experience, his brother made him a clerk and salesman. Mr. Sage made many trades of his own during this period, and, both from enforced economy, resulting from a small salary, and his ingenuity in bargaining, gained a little capital of his own, so that at the age of twenty-one, when he became the partner of another brother, Elisha Montague Sage, in a retail grocery, he was already in the possession of a small surplus. Shrewd, active, saving and courageous, he soon bought his brother's interest, became sole proprietor, expanded his sales and finally sold the business to excellent advantage. In 1839, with a partner, he established a wholesale grocery store of his own at No. 139 River street, in Troy. His partner, John W. Bates, was a good merchant. In a short time, the firm became commission merchants of produce, which they shipped to New York, employed several sailing vessels of their own on the Hudson river, and by their enterprise came to control the markets of Troy and Albany for Canadian and Vermont horses. Mr. Sage never spared himself any labor necessary to bring to a successful issue any transaction in which he was engaged. In 1844, he bought his partner's interest and carried on a large wholesale grocery trade on his individual account. One feature of his enterprise consisted of extensive operations in beef, pork, flour and grain



Russell Sage
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and to some extent in the packing of meats in the West. Mr. Sage was successful from the start but not without a struggle with rivals in trade, the temptation to expend one's savings, and the influences which lure a man to a commonplace existence.

Mr Sage rapidly became one of the best known merchants in Troy, and his genial and spirited manner, lively interest in affairs, clear head, and sturdy character produced the result of making him a leader in local politics. As a Whig, his fellow citizens made him, in 1845, in a Ward which had long been Democratic, an alderman of the city and later treasurer of Rensselaer county. He held both offices for seven years. He also became one of the founders and directors of The Commercial Bank of Troy.

Every public spirited man in the State was at that time interested in the project of uniting the cities of the Mohawk valley and those beyond, as far as Lake Erie, with a series of short railroads. The Erie canal had been of immense benefit to the State, but the new transportation projects promised to be of greater value. When The Albany & Schenectady Railroad was finally opened for travel, Mr. Sage accompanied the official party in a tour of inspection on the first regular train. Captivated with what he saw, he arranged affairs for a long absence and then made an extended trip through Central New York, during which he inspected road beds and the work of construction and studied the probable advantages of the new railroads. From that time forward, the subject of transportation filled his mind. About 1852, The Troy & Schenectady Railroad, then the property of the city of Troy, was sold to E. D. Morgan of New York city for a low figure, only to be sold later to the company into which the chain of connecting railroads, extending to Lake Erie, was consolidated, known as The New York Central. Mr. Sage, at that time a member of the Common Council of Troy, bore a prominent part in this transaction. In order to induce Senator Morgan to purchase this road, which had never earned a dollar (and has not to the present time, 1895), Mr. Sage agreed to purchase a portion of the stock with Mr. Morgan and relieve the tax payers of the city of a heavy burden. His original interest in railroads grew out of a desire to obtain the best facilities for promoting his mercantile interests, and his success in the sale of a small railroad property, and various loans which he made at a later date to a Western corporation, finally resulted in Mr. Sage devoting, for a time, his almost exclusive attention to this class of properties.

During his stay in Troy, Mr. Sage continued to be active in politics. In the summer of 1847, he was appointed with Recorder Olin of Troy to go to New York to meet Gen. John A. Wool upon the latter's return from the Mexican War. At the dinner table upon the Hudson river steamboat, North America, a toast was offered, accompanied with a short and brilliant speech, proclaiming General Wool as the "real hero of Buena Vista," to which the General modestly responded, without objecting to the compliment named. Alderman Sage was then called upon to speak and said he would not permit anyone to surpass him in cordial feelings towards their distinguished guest and fellow townsman, General Wool, but the fact was that another general in command of the American army in Mexico was entitled to the reputation which had been given to General Wool. In justice to his superior officer, Gen. Zachary Taylor, the real and acknowledged hero of Buena Vista, Mr. Sage proposed three cheers for the latter, which were given with enthusiasm by the company. In 1848, Mr. Sage attended the national convention of the Whig party. Of the 32 delegates from New York State, 28 were for Mr. Clay. Mr. Sage held strongly for Mr. Clay until General

Taylor attained a majority of the votes, when the full strength of the delegation was brought to General Taylor, who was then nominated and afterward elected.

The night before the day of the decisive struggle, Mr. Sage went with Thurlow Weed to see General Taylor's brother, who answered fully for the General. Mr. Sage and Mr. Weed were assured that the General, if nominated and elected, would faithfully carry out the wishes of the Whig party. The anti-slavery feeling had grown to a marked degree, especially among the delegates from Massachusetts and Western New York and Ohio, and the claim had been made that General Taylor would not support the Whig platform. Mr. Sage was positively assured by the General's brother that this was not true; and next day, when he saw that Mr. Clay would be outstripped by Taylor, Mr. Sage made the motion to nominate Taylor unanimously. While the vote was not entirely unanimous, it was carried.

These incidents gave Mr. Sage great influence with President Taylor, which he employed later for the benefit of Senator Seward. The "Silver Grays" of the Whig party were jealous of anti-slavery leaders, such as Seward, Weed, Sumner, and Chase, and, seeking to prevent the nomination of Senator Seward's men for important offices in Albany, Troy, Rochester, Buffalo, and other cities, had managed to influence President Taylor to such a degree that he was ready to appoint men opposed to Mr. Seward. Alexander H. Stevens and Robert Toombs, members of Congress from the South, had been especially active in prejudicing the President by assertions of Mr. Seward's insincerity in avowed support of the administration. Mr. Sage, then a young man, age thirty-one, had never visited Washington, but was chosen as the best representative of the Seward element to change the attitude of the members of the Cabinet and the President. He accepted the responsibility, repaired to Washington, and pointed out the dangers of the course so successfully that his full mission was accomplished. Mr. Sage never did anything by halves. It was not in his nature to be faint hearted in anything he ever undertook. The directness of his labors on this occasion, his intrepidity, the shrewdness and convincing nature of his arguments, and his success, were thoroughly characteristic. Reverdy Johnson, Thomas Ewing and Jacob Collamore, members of the Cabinet, favored Mr. Seward's appointments, but the rest of the Cabinet were against them. President Taylor recognized the zeal and ability of the young politician and frequently spoke of him afterward. The full list of Mr. Seward's selections was finally approved.

In 1850, the Whigs of Troy nominated Mr. Sage for Congress, but, owing to the defection of the Silver Grays, could not elect him. They gave him a small majority in 1852 and in 1854 a majority of 7,000, the most emphatic ever known in the district. During his four years in Congress, Mr. Sage served upon the Ways and Means and other important committees, and labored diligently for all the famous measures of Whig policy then under discussion. He advocated the homestead law, the effort to organize Kansas and Nebraska as free territories, and the election of Mr. Banks as Speaker; opposed the repeal of the Missouri Compromise, making a speech of some ability on the subject in August, 1856; and was active in all the exciting struggles of the four historic years, which led to the final disruption of the Whig party and the organization of its greater successor, the Republican party. While, as a soldier in the ranks, Mr. Sage did excellent service for his party, the incident of his Congressional career which actually brought him the most fame was the appointment of a committee

by Congress, due entirely to his efforts, which reported upon the condition of Washington's old estate of Mount Vernon in Virginia. Out of this action, The Mount Vernon Association came into being, followed by the purchase of Mount Vernon and its dedication as a permanent memorial of the father of his country.

Meanwhile, Mr. Sage was too prudent to neglect his practical interests at home. He made many flying trips to Troy, and it was during one of these that, in the railroad station in Troy, he first met Jay Gould, then on a visit to Troy in the interest of The Rutland & Washington Railroad. The two men made an impression upon each other, which afterward deepened into a friendship, famous in financial history.

The interests of Mr. Sage had become widely extended and now demanded his entire attention. Shrewd, cool, untiring and persistent labor, coupled with keen good judgment, enabled him to pass through the disasters of that period almost unscathed; and when the Civil War broke out, he was already worth more than three quarters of a million dollars. The panic of 1857 led him, however, to relinquish public life and mercantile business, and devote his attention to finance. This change came about through advances which he had made to The La Crosse Railroad. To protect his loans, he found himself obliged to advance yet larger sums, and, through legal proceedings in which he engaged to save his investments, he became an owner of the stock of the road, now forming The Chicago, Milwaukee & St. Paul system, and then a director and vice president of the company.

About 1861, Mr. Sage began to operate in Wall street, and in 1863 he removed to New York, and thereafter gave himself wholly to operations in stocks and the construction and promotion of his own and other railroads. Establishing a business office on William street, he gave his first attention to Milwaukee & St. Paul securities, but later to those of other railroads and finally to nearly the whole range of stocks at the Exchange. He purchased a seat in the Stock Exchange in 1874. While it should be noted that Mr. Sage has himself seldom been seen on the floor of that wild whirlpool of speculation, the fact remains that for more than thirty years he has been one of the most notable figures "in the street." A large operator at different times and an associate of Jay Gould and other giants in finance in several historic and successful campaigns, his methods have been as a rule mainly his own. He has seldom incurred the tremendous risks to which others have exposed themselves, but has preferred a rapid succession of moderate risks and quick returns. About 1872, Mr. Sage originated the sale of privileges, and he has dealt upon a large scale in what are known, in the vocabulary of the street, as "puts," "calls," and "straddles." Cool in the period of most frantic excitement, cautious, never losing his head, serene as a rock on shore lashed by the waves, he has made his way with dogged persistence and almost unvarying success from the day of his debut in Wall street. Scarcely a day has passed upon which he has not been able to record some accession to his capital. It is believed that only upon one occasion, that memorable day in 1884, upon which the failure of Grant & Ward was announced, did Mr. Sage ever meet with a considerable loss in Wall street. It is reported that the crash cost him \$6,000,000. The excitement of that day and his personal anxiety were very great, but he promptly met all demands with cash as they came, and endured his losses like a man. His operations require the possession of a large amount of ready capital, but he has always kept his resources well in hand, and in an emergency commands almost unlimited means. He has been exceedingly help-

ful to his brother brokers in the way of loans, has never repudiated a contract, and is one of the few men in Wall street who have been willing to give a valuable "point" to a friend. Several men of position unhesitatingly ascribe to the friendship of Mr. Sage the origin of their fortunes. It would be impossible to relate in the brief space here set aside all the striking incidents, which could be told of Mr. Sage's long Wall street career. Suffice it to say, that beginning life a poor boy and winning his first success in mercantile pursuits, he has now spent more than thirty years in the fierce life of Wall street, and accumulated a large fortune, estimated at various sums, by straightforward business methods.

Mr. Sage early became an intimate friend of the late Jay Gould and, after 1866, these two men maintained offices adjoining each other, first at No's 78-80 Broadway, now the site of The Union Trust Co., afterward at No. 71 Broadway, Mr. Sage's present office, the most famous corner in the financial center of the city. They co-operated in the development of lines of transportation in the West and elsewhere, and Mr. Sage has, in fact, taken an active part in the construction of over 5,000 miles of American railroads. He was called the father of the railroad construction companies in Wisconsin and Minnesota, being president of more than 25 corporations for the construction and extension of railroad lines. His fortune, like that of Mr. Gould, has risen mainly from the advance in value of the securities of corporations, after they had come under their joint management. The friendship between those two men was remarkable. Each had implicit confidence in the other. Each aided the other in gigantic schemes, and the fortune of each was at the instant command of the other in times of need. If the facts could be fully known, it would probably be found that Mr. Gould was saved in critical moments by the help of Mr. Sage. The two men were associates in telegraphic enterprises, also. Mr. Sage was especially active in the promotion of The Atlantic & Pacific Telegraph Co., and its consolidation with The Western Union. He is now connected with 27 corporations, embracing over 40 railroads, is a large shareholder in all, and president of The Iowa Central Railway; director of The Missouri Pacific, The Union Pacific, The Wabash, The St. Louis, Iron Mountain & Southern, The Texas & Pacific, The Manhattan, The Troy & Boston, The Troy & Bennington, and other railroads; The Pacific Mail Steamship Co.; The Importers' & Traders' National Bank, The Mercantile Trust Co.; The Western Union Telegraph, The Gold & Stock Telegraph, The International Ocean Telegraph, The American Telegraph & Cable and The New York Mutual Telegraph Co's; The New York Bank Note Co., and The Standard Gas Light Co. Of The Fifth Avenue Bank, he is a director and the only surviving founder, and has been for four years the only living original director of The New York Central Railroad. He has also been a director of The Delaware, Lackawanna & Western, The New York, Lackawanna & Western, and The Chicago, Milwaukee & St Paul railroads.

An incident which startled the United States, occurred in Mr. Sage's office Dec. 4, 1891. Upon that day, he was visited at No. 71 Broadway by Henry F. Norcross of Boston, a man of unbalanced mind, who demanded an immediate gift of \$1,200,000 for himself. When the offer was refused, Mr. Norcross dropped a dynamite bomb upon the floor, the explosion of which blew Mr. Norcross to atoms, killed one of the clerks, and wrecked the whole office. Mr. Sage was severely injured by the explosion. His recovery was a marvel but was due to a vigorous constitution, strengthened by

his early life and maintained by judicious living and the entire abstention from stimulants.

Mr. Sage is tall and spare, with heavy eyebrows and keen blue-gray eyes, which are often lighted with a sense of humor. He wears no beard. He is genial in manner, prompt and decided in action, clear headed, sagacious, and in speech reticent. One of his peculiarities, the plainness of his attire, has prompted harmless merriment at his expense among the wits of Wall street. Wall street brokers are proverbially the best dressed men in the city, but Mr. Sage looks more like a quiet farmer; and this entire lack of display has led several times to attempts by bunco men to beguile him. The surprise of these gentlemen upon discovering the identity of their illustrious victim has afforded Mr. Sage much entertainment, and has been frequently paralleled by the sensations of rivals in Wall street, after an attempt to engineer a speculation to Mr. Sage's disadvantage and upon being confronted by the results of their attempt.

Mr. and Mrs. Sage have long attended the West Presbyterian Church. Mr. Sage has been married twice, first in 1841 to Miss Maria Winne, daughter of Moses I. Winne of Troy. His wife died in New York city in 1867; and in 1869, he married Margaret Olivia, daughter of the Hon. Joseph Slocum of Syracuse, N. Y., a merchant of high character and man of marked spirit. They have no children. On her father's side, Mrs. Sage is in the eighth generation of descent from Capt. Miles Standish of colonial fame and was inspired by her lineage to become one of the founders of The Society of Mayflower Descendants of New York city. Through the maternal line, she is in the eighth generation from Col. Henry Pierson of Sag Harbor, N. Y., conspicuous in founding the public school system of America about 1787. Mrs. Sage is a woman of fine education, intellectual force and gracious manners, notable for her tact and sweetness, and prominent in advocacy of suffrage for women. She is a member of The Women's Suffrage League and active in the agitation to secure the ballot for her sex.

Among the thousands of people, scattered throughout the United States, who revere the memory of Mrs. Emma Hart Willard, founder of Troy Female Seminary, no one has been more sincere than Mrs. Sage. She is a graduate from that institution and during her stay in school enjoyed personal instruction under Mrs. Willard. In honor of his wife, Mr. Sage has recently presented a handsome dormitory to this seminary at a cost of \$120,000. This structure was dedicated to the service of education, May 16, 1895, with public ceremonies, and in the presence of thousands of people. Dr. Taylor, president of Vassar College, made an exhaustive and able address in the morning at the unveiling of the Emma Willard statue. President Stryker of Hamilton College made the address presenting the Sage dormitory on behalf of Mr. Sage, and Chauncey M. Depew delivered an eloquent oration. The enthusiastic and prolonged applause with which Mr. and Mrs. Sage were greeted convinced them of the public appreciation of their generous gift. Russell Sage Hall, as it is called, is four stories in height, the lower story being made of New Jersey sandstone, the upper three of buff colored pressed brick. The construction is fire proof and in beauty of design, within and without, the building exceeds the finest ever before erected in Troy. The two parlors are finished in ivory white woodwork, and the hallways, library, dining room, dormitories, kitchens and other apartments are models of their class and designed with reference both to architectural effect and the uses to which they are assigned. The citizens of Troy planned an evening reception, complimentary to Mr. and Mrs.

Sage, endorsed by the Common Council of the city, and committees of prominent people were appointed to make all necessary arrangements. The reception was attended by a large concourse of people, who were presented in regular order for over two and one half hours. An interesting incident occurred about 9:30 p.m., when the venerable Father Haverman of Troy, accompanied by two assistants, was presented to his old time friend. While Mr. Sage shook his hand, the company present cheered and waved their handkerchiefs. Father Haverman in his ninety-first year yet has a parish in Troy. He has originated and built more hospitals and churches than any other man in that city.

JAMES HENRY SALISBURY, M.D., born in Cortland county, N. Y., Oct. 13-14, 1823, descends from mingled Bavarian, English and Welsh ancestry. His grandfather, Nathan Salisbury, engaged in the attack on the Gaspee just before the American Revolution as a lieutenant in Captain Burgess's company. A student in Homer Academy and Rensselaer Polytechnic Institute (1846), Dr. Salisbury graduated from Albany Medical College in 1850 and received the degree of A. M. from Union College in 1852. His scientific studies were begun before that time, however, in the State Geological Survey as an assistant to Prof. Ebenezer Emmons, whom he succeeded in 1849. Having entered upon the practice of medicine, Dr. Salisbury made a study of diseases of the digestive organs and carefully evolved a system of treatment based upon the relation of alimentation to disease, which demanded skillful management of the diet and included the drinking of hot water. This as set forth in his work, now finally perfected, has gained for him a reputation and an extensive practice. He is prominent as one of the earliest American students of microscopy and was elected president of the American Institute in 1878. He laid bare the germ theory of disease in 1849, and in 1865 Hallier of Jena confirmed his deductions, thus antedating Pasteur, Huxley, Tomasi and the later experiments. He owns a farm and park in Cleveland, O., where most of his experiments are conducted. Several prizes have been awarded to him by medical bodies for essays on "Malaria," "Morphology," "Investigations in Diphtheria and Scarlet Fever," etc., and he is a member of The Philosophical Society of Great Britain and The Antiquarian Society, and numbers among his correspondents and personal friends Mivart, Beale, the Duke of Argyle, Huxley and Pasteur. In 1860, Dr. Salisbury was married to Clara, daughter of John T. Brasee of Lancaster, O. They have two children, Minnie B. and Trafford B., the latter a medical student in New York city.

HENRY BERTON SANDS, M.D., eminent as a surgeon, born Sept. 27, 1830, died Nov. 18, 1888, in this city. His preparatory education was obtained in a high school in New York city, and, in 1854, he graduated from the College of Physicians and Surgeons. After a medical and surgical course in Bellevue Hospital, he went abroad for eight months, returning in 1857 to assume the demonstratorship of anatomy in the College of Physicians and Surgeons. He was subsequently professor of anatomy and then of surgery. For about ten years, he was associated with the late Dr. Willard Parker, and although he had a large general practice in the early part of his professional life, his interest was always in the achievements of surgery—a work which he was able to enjoy to its fullest extent the last twelve years of his life. He was successfully attached as attending surgeon to The New York Eye Infirmary, St. Luke's, Bellevue, and The New York and Roosevelt hospitals, and in the latter he had for five years previous to his death the largest surgical service in this city. Dr. Sands was

among the first in this country to recognize the significance and value of antisepsis in its application to surgery. In the revolution which it produced in the surgical art, he was among the foremost and most zealous spirits, doing more perhaps than any of his contemporaries to perfect the technique and demonstrate the success of antiseptic operations. His career as a teacher began with his entrance into professional life, his interest being so keen in this work that he was able to lay, by his precept and example, the foundation of the success of many of the most distinguished surgeons in this city. None of his predecessors or contemporaries, excepting the late Dr. Willard Parker, numbered so many private pupils, and it was always gratifying to him that among them were the ablest students of the college. Although his whole life was devoted to his profession, it was always a pleasure to come in social relation with him, as he was possessed of a most responsive mind and an unusual magnetic power. In his leisure moments, he derived the keenest enjoyment from music, and in his early life was an excellent pianist. Dr. Sands was a member of The New York Academy of Medicine, The County Medical Society, The Pathological Society, The Physicians' Mutual Aid Association, The Society for the Relief of Widows & Orphans of Medical Men and of The Medical & Surgical Society. He was also connected with The New York Philharmonic Society. Although his contributions to surgical literature were not voluminous, they were of great value as detailing the results of a remarkably extensive practice. Dr. Sands was twice married, his first wife being a Miss Sarah M. Curtis of Brooklyn, by whom he had four children, two surviving him—Robert Alfred and Josephine S. His second marriage was to Mrs. Alice Reamey (born Hayden), by whom he had one son, Henry Hayden, who alone survives him. Dr. Sands outlived both his wives.

SAMUEL STEVENS SANDS, banker, born in 1826, died in New Hamburg, N. Y., July 24, 1892. His family was one of the earliest and best known in New York city, several of the name being conspicuous at the time of the American Revolution and later as merchants and men of affairs. Mr. Sands entered business life at an early age and having married a daughter of Benjamin Aymar, the shipping merchant, formed a partnership afterward with Benjamin R. Aymar, his brother-in-law, as S. S. Sands & Co., and engaged in banking and stock brokerage. For more than forty years he was the controlling spirit of the house, after 1854 a member of the Stock Exchange, and for thirty years the principal banker of John Jacob Astor. He shared in the management of The Colorado Midland, The Milwaukee, Lake Shore & Southern, The Boston & New York Air Line, and The Indianapolis, Decatur & Springfield Railroads, and The Lehigh Valley Coal Co., and in all relations displayed perfect integrity, rare judgment and fine ability, enjoying in a high degree the confidence of those whose affairs were entrusted to him. He was the father of ten children, of whom eight survived him.

EDWARDS SEWALL SANFORD, born in Medway, Mass., died at the country home of his son-in-law, N. W. T. Hatch, at Glenholden, near Philadelphia, Sept. 9, 1882, in his sixty-sixth year. His father, a clergyman, belonged to an old New England family. In 1842, Mr. Sanford became an agent in New York for Alvin Adams, of Boston, founder of the express business, and displayed such energy and ability that Adams & Co. selected him to superintend the extension of their business to Washington. After this task had been completed, he was sent as general agent to Philadelphia and soon afterward made general superintendent there. Thereafter, he became one of

the recognized powers in the express business, and when, July 1, 1854, The Adams Express Co. was organized, with Alvin Adams as president and William B. Dinsmore as vice president, Mr. Sanford was given a seat in the small board of directors. In 1867, when Mr. Adams died and Mr. Dinsmore succeeded to the presidency, Mr. Sanford became vice-president, which position he held until his death. At the outbreak of the Civil War, Mr. Sanford, then at the head of The American Telegraph Co., was appointed supervisor of military telegraph lines and in this position exercised absolute censorship over all dispatches. After the absorption of his company by The Western Union, he became a director of the latter. He was also a director of The International Ocean Telegraph Co. and had coal mining interests in Nova Scotia. Mr. Sanford was a man of remarkable executive ability, circumspect and correct in all his business relations, and greatly admired for his uprightness of character and kindly disposition. He was liberal, fond of society and a lover of books.

GEORGE HENRY SARGENT, manufacturer, is a native of Massachusetts but has long been a resident of New York city. Among the hardware manufacturers and hardware merchants of the country, the name of Sargent has now been prominent and popular for forty years and reasonably so, because earnest and zealous endeavor, promotion of the welfare of one's country, continuity of purpose and persistent application in any given line of honest effort, always win attention and are entitled to approval.

Mr. Sargent descends from Puritan stock and traces his line to William Sargent, lay preacher, who emigrated to Malden, Mass., in 1638, and to the Denny, Jones and Baldwin families. He is the son of Col. Joseph Denny Sargent and Mindwell Jones, his wife, and was born Oct. 29, 1828, in the county of Worcester, Mass., in the town of Leicester, in the organization of which hamlet early in the last century his ancestors were prominent and helpful. The descendants of the Puritan pioneers of the family in the next generation equaled their fathers in brain and brawn and were active and steadfast in the affairs which led up to the War of the Revolution, doing duty as soldiers when the "war was on" and sharing in the honors and glory which came to the "heroes of '76." Of such ancestors one may reasonably be proud and from such blood should come, and in the case of Mr. Sargent did come, the sterling qualities of industry, integrity, frugality and temperance combined with ambition, nervous energy and sagacity.

Mr. Sargent was educated at Leicester Academy and Harvard College, being a member at Harvard of the somewhat famous class of 1853, having for classmates men who have become noted in their professional, literary and business callings. Inheriting a strong constitution and remarkable physique and observing "temperance in all things," he began life under promising auspices and has since accomplished such results as come to one possessed of an industrious and patient disposition, an active and well stored mind, persistent application, a genial manner and pleasing address. Removing to New York city in 1853, he joined his brother, Joseph Bradford Sargent, in the manufacture of hardware. Comparatively little hardware was then produced in this country, but now the reverse is true, and this assertion can have no illustration more marked and convincing than the fact that the original shop of the Sargents in New Britain, Conn., in the fifties, was but a "wart on Olympus" compared with their present extensive works in New Haven. These latter factories were established in 1863, and being enlarged from time to time now represent an investment of millions of dollars and stand as a monumental instance of the progress and growth of American



Joseph Henry Sargent

manufactures during the past forty years. They manufacture a great variety of hardware and disburse large sums of money annually for raw materials and wages.

The business of Sargent & Co. in New York city is now chiefly confined to the sale of the ever increasing variety of goods made at their New Haven factories, although they are large distributors at their stores of such articles, produced by other manufacturers, as are requisite for a complete assortment in any line of their own production.

For many years, Mr. Sargent, in partnership with his brothers, Joseph B. and Edward, was engaged in the manufacture of cards used for carding cotton and wool by hand, at their factory in Leicester, Mass., a town noted for more than a century as the place of origin and continuance of the card making industry. This business was inherited from their father, whose name as a careful and painstaking manufacturer, was well known and highly honored by all dealers in these articles of domestic economy.

Mr. Sargent is a Republican and Unitarian. Close attention to business has kept him out of any effort for public office. He is a member of the Union League, Harvard and Hardware clubs and The New England Society, and a director in The Mercantile National Bank. He was married in 1855 to Sara Shaw, daughter of the Hon. John H. Shaw, of Nantucket, Mass.

EDWARD CHARLES SCHAEFER, brewer and banker, born Dec. 16, 1850, is a son of Frederick Schaefer, especially successful as a brewer. The senior Schaefer, a native of Wetzlar, Prussia, came to New York in 1838. Edward obtained a public and private school education and graduated at Bryant & Stratton's Business College in 1868. He then entered a Broadway commercial house, and later, in 1874, the employment of Messrs. F. & M. Schaefer. Upon the opening of The Germania Bank, he entered that institution as a clerk, leaving in 1873 and going into business for himself for one year, since which period he has been continually in the brewing business although yet connected with The Germania Bank. Of the latter he was elected president, twenty-three years to the day after his entry in this institution as a clerk. In 1878, The F. & M. Schaefer Brewing Co. incorporated with a capital of \$650,000 and in 1884, Edward C. Schaefer became its president. Associated with him in the management are Emil, Rudolph J., George G. (who is treasurer), Frederick and Max Schaefer. This concern was one of the pioneers in introducing lager beer to America. It was established in 1842 and now carries on a large business. Their brewery at Park avenue, 51st and 52d streets, attracts the attention of every traveler entering New York from the northward. Mr. Schaefer is president of The Germania Bank and a member of the Liederkranz, Arion, Manhattan, Democratic, and Terrace Bowling clubs.

AUGUSTUS SCHELL, lawyer and financier, a native of Rhinebeck, N. Y., born Aug. 1, 1812, died in New York city, March 27, 1884. Christian Schell, his father, a merchant of German descent, was during the War of 1812 an officer in a New York regiment. Augustus Schell's brothers, Richard, dry goods merchant and Wall street operator, who died in November, 1879, Edward and Robert all rose to prominence. Graduating from Union College in 1830, Mr. Schell studied law and being admitted to the bar attained prominence in his profession. Early in life he went into politics, being chairman of the Tammany General Committee in 1852, and in a race with Horatio Seymour for a nomination for Governor, losing the prize by two votes only. In 1852, he became chairman of the Democratic State Committee and was twice re-elected. In 1854, his Tammany associates tendered him the Mayoralty of New York but he de-

clined. He rendered active service in the campaign of 1856 and received the appointment as Collector of the Port of New York, which office he held until the election of Abraham Lincoln. He was one of those who went upon the bail bond of Jefferson Davis. After the war, Mr. Schell gave his attention to railroads, becoming a director of The Harlem Railroad in 1872 and of The Hudson River Railroad in 1874 and an intimate friend of Commodore Vanderbilt. The consolidation of The New York Central & Hudson River system brought him large means and he became a director successively of The Lake Shore & Michigan Southern, The New York, New Haven & Hartford, The Chicago & Northwestern, The Union Pacific, and The Canada Southern Railroads, as well as of The Union Trust Co., The Western Union Telegraph Co., and The Manhattan Life Insurance Co. He was also a trustee of many philanthropic institutions. Politics continued to exert a strong fascination upon Mr. Schell. A member of the State Constitutional Convention in 1867, he helped reorganize the Tammany Society in 1871-72, accepting the office of Grand Sachem in 1872 and holding it until his death. He was chairman of the Democratic National Committee in 1872 and 1876 and a member of the new Constitutional Convention in 1872. In 1877, he was defeated for the State Senate by Mr. Morrissey and in 1878 for Mayor by Edward Cooper. Mr. Schell helped organize the Manhattan club in 1865, and was manager 1865-71, president 1871-77, and vice president 1878-84. He was also a governor of the St. Nicholas club. His wife, Anna M., survived him. They were married in 1873 and had no children. Mr. Schell was a man of kindly disposition, easy of approach, calm in temperament, with many friends. Several public bequests appeared in his will.

WILLIAM HENRY SCHIEFFELIN, merchant, born Aug. 20, 1836, in New York city, died in town June 21, 1895. His family traces its ancestry for seven centuries back to Norlingen, Germany. One branch of the family became conspicuous in Switzerland as owners of land and Syndics of Geneva. The pioneer in America, Jacob Schieffelin, sailed from Germany to Philadelphia in 1740 and returned to the fatherland, but his son, Jacob, came to Philadelphia in 1745 and remained in the new world. Jacob, son of the latter, served on the staff of Gen. Henry Hamilton and won the affection of a beautiful American girl, whom he married. He settled in New York city in 1780 and here established on Pearl street, after a time, what subsequently became the famous wholesale drug business of the Schieffelins. His wife was Hannah, daughter of John Lawrence, land holder of Queens county, and Mr. Schieffelin took John B. Lawrence, his wife's nephew, into partnership in the drug business. Mr. Schieffelin wished to own ships as well as sell drugs and a disagreement on this point resulted in a separation of the partners. After the retirement of Mr. Lawrence, Mr. Schieffelin carried on business on his own account. In 1813, his son Henry Hamilton Schieffelin succeeded to the management under the name of H. H. Schieffelin & Co., to be in turn succeeded, in the '50s, by the four sons of the latter, Samuel Bradhurst, Sidney Augustus, James Lawrence and Bradhurst Schieffelin, as Schieffelin Bro's & Co. In 1849, the stock and business of Hoadley, Phelps & Co., were acquired by purchase. William H. Schieffelin was the only son of Samuel B. and Lucretia Hazard Schieffelin. He grew up in his father's firm and was early admitted to partnership, but enlivened his career with early exploration and adventure. In 1860, he crossed the Rocky Mountains in Montana with a party of men, who, being captured by the Indians, came near losing their lives. In 1862, Mr. Schieffelin went to the front with the 7th N. Y. militia, re-

ceived a commission while in Baltimore as Major of the 1st N. Y. Mounted Rifles, and served until July, 1863, under General Wool, near Suffolk, Va., being often in action. He then returned to New York in time to aid in suppressing the draft riots and thereafter applied himself to the wholesale drug business of his firm. Since 1854, the house has occupied a site at the corner of William and Beekman streets. A large laboratory has been developed there and the firm make a specialty of synthetic drugs, in which they have an extended trade. Mr. Schieffelin had been senior partner since 1865. Originally a Republican and a member of the Union League club, Mr. Schieffelin became a supporter of President Cleveland in 1892. He belonged to the Century and City clubs and the Loyal Legion. Oct. 15, 1863, he married Mary, daughter of the Hon. John and Eleanor Jay.

CHARLES A. SCHIEREN, merchant, a native of Rhenish Prussia, was born in 1842 and came to this country with his parents in 1856. The future Mayor of Brooklyn took his place behind the counter of his father's cigar and tobacco store on Atlantic avenue in that city, when old enough, and, in 1864, became clerk for Philip S. Pasquay, manufacturer of leather belting in New York. In 1868, with a capital of only \$2,000, he started a leather belting and tanning business of his own and has been active in that trade ever since. He has invented many improvements upon the old style of leather belts. In 1882, Jacob R. Stine and Fred A. M. Burrell, two faithful employés, became his partners, the former retiring in 1887. The firm are known as Charles A. Schieren & Co., and under skillful management have extended their operations widely and now have branch houses in Philadelphia, Boston and Chicago, with large tanneries both in Brooklyn and in Adamsburg, Pa., and Bristol, Tenn. Mr. Schieren is an authority upon belting and has written a number of excellent essays on the subject for publication. He is vice-president of The Hide & Leather National Bank and a member of the Commonwealth and Hide & Leather clubs of this city and the Union League and Hamilton clubs of Brooklyn and the Chamber of Commerce. Always active in affairs in Brooklyn, especially in the leading charities and politics, the Young Men's Republican Club, the erection of the Beecher and Stranahan statues, etc., he was elected in 1893 Mayor of Brooklyn by a combination of the Republicans and reformers.

JACOB HENRY SCHIFF, banker, was born of German Hebrew ancestry in Frankfort on the Main, in 1847. His father was a successful merchant. Jacob went to school in Frankfort and at the age of eighteen came to the United States, where, at an early age, he associated himself with the brokerage firm of Budge, Schiff & Co. Few of his countrymen have made their mark more rapidly than he in this bustling city. In 1875, he became a member of the private banking house of Kuhn, Loeb & Co., which gave wide scope for the exercise of his abilities. This house has good connections abroad and has placed large issues of government bonds and investment securities among European and home investors. Since 1885, Mr. Schiff has been the head of the house. He has been prominent in The New York, Lake Erie & Western and The Louisville & Nashville Railroads, and is at present a director of The Great Northern Railroad, The Equitable Life Assurance Society, The Bond & Mortgage Guarantee Co., and a large holder of real estate in New York city. He is also president of the Montefiore Home for Chronic Invalids, treasurer of The New York Free Circulating Library, a trustee of Barnard College and numerous philanthropic institutions and a member of the Chamber of Commerce and the Committee of Seventy (1894-95) as well

as of the City, Reform, Lawyers' and Liederkrantz clubs. With praiseworthy public spirit, he contributes to the support of various museums and public undertakings and has served for a number of years on the Board of Education. In 1875, he married Theresa, daughter of Solomon Loeb, his senior partner, and has two children, a son and a daughter.

GRANT BARNEY SCHLEY, banker, born in Chapinville, N. Y., Feb. 25, 1845, comes from Dutch ancestry and is a son of Evander Schley, a retired merchant of dry goods and wool of Canandaigua, N. Y. From the academy of Canandaigua, the future banker went to Syracuse, N. Y., in 1861, and secured a place at \$30 a month in the express office of Wells, Butterfield & Co. A year and a half later, the firm sent him to its office in Suspension Bridge. Unusually bright, intelligent and quick in comprehension for a young man and faithful in performance of his duty, he was soon promoted to a salary of \$30 a week.

In 1866, The American Express Co. was formed by the consolidation of a number of companies, among them Wells, Butterfield & Co., and four years later, Mr. Schley was transferred to the consolidated company's money department in its head office in New York. In 1874, he retired from the service of the express company to accept a position with The First National Bank of New York, where he remained six years. When he left the bank, he was in charge of its foreign exchange department. That department was abolished soon after his retirement.

In 1880, Mr. Schley was elected a member of the New York Stock Exchange, and with Ernest Groesbeck, another member, formed the firm of Groesbeck & Schley for the transaction of a general stock brokerage and banking business. The new firm soon became prominent on the Stock Exchange. In 1885, Moore & Schley succeeded to the business, the senior partner being John G. Moore. The house has enjoyed an exceedingly successful career, and is now one of the wealthiest and most active of those represented on the Stock Exchange. The firm's customers are men of large means, and the house has many business connections of the first importance and has more than once been entrusted with the conduct of enormous transactions and delicate negotiations, involving the control and financing of corporations. In all these matters, as well as in the management of the large business of the firm, with its connections in Washington, Boston, Philadelphia, Chicago and other commercial centers, Mr. Schley's quick, yet invariably sound judgment and his forcefulness, combined with great patience and unfailing good humor, to say nothing of his marvellous capacity for work, have been of inestimable value to his principals and have contributed largely to the fortunes accumulated by himself and his associates.

Mr. Schley is a member of several of the principal clubs of New York, including the Manhattan, Union League, New York Riding, Lotos, New York Athletic, New York Yacht and Vaudeville.

In 1879, Mr. Schley married Miss Elizabeth Baker, daughter of George E. Baker, who at one time was private secretary to William H. Seward. Mrs. Schley is a sister of George F. Baker, president of The First National Bank of New York. The home of the family is a handsome country seat at Far Hills, N. J. Mr. Schley also has a town house in Madison avenue.

FRANCIS P. SCHOALS, banker, born in Lancaster, Pa., died in New York city, Oct. 11, 1881, in his eighty-first year. Having learned the bookbinder's trade, he came



Frank P. Schley

to New York in 1882 and engaged in the business here with success. The American Bible Society was one of his profitable patrons. About 1850, he retired with a comfortable fortune, and then devoted himself to real estate investments and to The Broadway Savings Institution, with which he had been connected since organization, serving as president without compensation. He was a director and large stockholder of The National Broadway Bank and of several insurance companies and a trustee of several charitable and educational institutions. A man of unimpeachable integrity, keen in judgment and careful in investment, he was conspicuous also for benevolence and gained the general regard of the community. His wife, Ellen B., survived him, but they had no children. Under the will of Mr. Schoals, the public institutions and charities of the Presbyterian Church were enriched by \$285,000. He gave \$25,000 each to The American Tract Society, The American Home Missionary Society, and The American Bible Society, and \$50,000 each for home and foreign missions.

ABRAHAM SCHOLLE, merchant, a native of Bavaria, born in 1817, died in New York city, March 15, 1880. Having learned the trade of a weaver, he emigrated to America in 1839. Finding no occupation in his trade and being a born merchant, he invested the little money he had in small wares, which he peddled among families in the suburbs of the city. When, in 1847, he had accumulated sufficient money, he opened a small dry goods store on Division street, taking his brother William into partnership shortly afterward under the name of Scholle Bro's. The keen, shrewd, pushing ways of the brothers gained for them a good trade, and in 1850, in need of better accommodations, they moved to a store on the Bowery. In 1857, they went into the clothing trade in John street. A younger brother, Jacob, came into the firm the same year, and a branch house was opened in California. The firm prospered rapidly, and Mr. Scholle's business and investments brought him a fortune. In 1863, he retired. He was a man of strict probity and a leading member of the Temple Emanu-El, and bore a high reputation among business men. His wife, Babette, and four children, Matilda, Samuel, Charles and Flora Scholle survived him.

FREDERICK A. SCHROEDER, merchant, born in Trier, Prussia, March 19, 1833, is the son of Michael and Salome Abel Schroeder, the former a civil engineer and surveyor of taxes. The family came to this country in 1848 in consequence of political troubles in Germany and settled in Brooklyn. Frederick began life as a cigar maker, worked early and late to better his condition, and fared so well that, at the age of nineteen years, he started a cigar factory on Norfolk street in this city, and carried it on subsequently in Cortlandt street, corner of Greenwich, and for twenty-nine years at No. 178 Water street. The panic of 1857 interrupted his prosperity, but he struggled through and by hard work and strict economy met his liabilities and established a large business. In 1863, he entered into partnership with Isidore M. Bon, late president of The Wallabout Bank, and engaged in the importation of leaf tobacco, transacting a thriving and lucrative business for many years. Mr. Bon withdrew in 1893, since which time the partners of Mr. Schroeder have been his son, Edwin A. Schroeder, and his son-in-law, Frank M. Arguimbau, the firm being Schroeder & Bon. In 1867, when The Germania Savings Bank of Brooklyn was founded, Mr. Schroeder took the presidency and yet retains that position. In 1870, he was elected Comptroller of Brooklyn by the Republicans and in that office introduced simpler and improved methods of book-keeping, greatly to the public welfare. His high character, experience and public

spirit led to his election as Mayor of Brooklyn in 1875. In 1878, he was elected to the State Senate. In 1854, Mr. Schroeder married Mary Jane, daughter of John Rusher, and has seven children living—Edwin A.; Harriet Louise, who married Frank M. Arguimbau; Leonore, married to W. A. H. Stafford of New York; Mary Jane, married to William T. Anderson of Brooklyn; Adelaide, married to Knowlton Ames of Chicago, and two unmarried daughters, Alice and Frances. Mr. Schroeder has traveled much with his family and is an unusually well-informed man. He belongs to the Riding & Driving club, The Institute of Arts and Sciences, and The Long Island Historical Society.

JACKSON S. SCHULTZ, merchant, born in Hyde Park, Dutchess county, Nov. 9, 1815, the son of a farmer, died at No. 303 East 17th street in this city, March 1, 1891. In 1824, his father, Abraham I. Schultz, went out into the woods at Middletown, Delaware county, and built the Lafayette tannery and there the son toiled for three years to learn the trade. In 1827, the lad went to New York to enter the store of Smith & Schultz, his father's firm. No leather came to New York in the winter months, and this enabled the youth to attend Gould Brown's Academy for six seasons. He then spent two years in Waterville College in Maine, returned to Smith, Schultz & Co. in 1836, and when, in 1837, the firm failed, he became the assignee. He settled all debts at about 98 cents on the dollar. In 1838, with \$5,000 which he had saved, he joined Edmund M. Young, formerly bookkeeper for Smith & Schultz, who had borrowed \$3,000 for the purpose, and established the leather and tanning firm of Young & Schultz. Union sole leather originated with Mr. Schultz. His combination of hemlock and oak bark, enough of the latter being used to give the leather a beautiful color, proved a happy conception and laid the foundation of the fortunes of the house, of which for forty-seven years Mr. Schultz was the master spirit. In 1861, John C. Southwick was admitted to Young, Schultz & Co, and warehouses were opened at No. 111 Cliff street. After Mr. Young's death in 1864, Theodore Schultz joined the firm, which became known as Schultz, Southwick & Co. Through all changes, the house kept extending its business to all parts of the world under the guiding genius of Mr. Schultz. In May, 1882, Mr. Schultz established the business of extracting tannin from hemlock bark at Daguscahonda, Pa. Oct. 17, 1883, he retired from business. His son, Louis H., succeeded him, and the firm took the name of Schultz, Innes & Co. Mr. Schultz was a man of massive build, tall and well formed. He wore no beard. He was unselfish, public spirited and always highly respected. During the Civil War, he performed valuable work in promoting the cause of the Union, giving liberally from his means and being active in organizing two negro regiments, the 20th and 26th. In March, 1866, he was appointed by the Governor a Sanitary Commissioner for the Metropolitan Police District, was president of the Board, and later became a member of the Committee of Seventy which overthrew the Tweed Ring. Originally a Democrat, he became a Republican later and was for many years a member of the Union League club, at one time its president, and was also a member of the Reform club. While a Commissioner to the Vienna International Exposition in 1873, Mr. Schultz upheld the dignity of his country with sincere earnestness and refused to dine with the Emperor on one occasion, because the Emperor would not receive Mr. Schultz's official associate, a Hebrew. He was married twice, and his second wife, Mary F., and three children survived him, the latter being Louis H.

Schultz, Kate C., wife of E. W. Richardson, and Gertrude, wife of William K. Baxter.

GUSTAV SCHWAB, merchant, born in Stuttgart, Germany, Nov. 23, 1822, who died at his home near Morris Heights, Aug. 21, 1888, came from a family, well known both in America and Germany for their attainments in science and literature. His grandfather, John Christopher Schwab, was called by Frederick the Great to be a member of the Royal Academy of Sciences and professor in the Military School at Berlin, but declined, preferring to remain professor of philosophy and mathematics in Stuttgart. The father of Mr. Schwab was well known to Germans as a writer of prose and verse and the center of a circle of literary men. At the age of seventeen, young Mr. Schwab entered the counting house of H. H. Meier & Co., merchants of Bremen. In 1844, he came to New York to enter the employment of Oelrichs & Kruger, who were closely connected with the German firm, and about five years later, established himself in business in the firm of Wichelhausen, Recknagel & Schwab. In 1859, he entered as a partner in Oelrichs & Co., successors of Oelrichs & Kruger, who soon afterward became agents of the North German Lloyd Steamship line. The original success of that company in this country was largely due to Mr. Schwab, who was an able, active and competent man. While business engaged the most of his attention, he found time, nevertheless, to interest himself in The German Hospital and other philanthropic works. He was a member of the Chamber of Commerce, at one time Commissioner of Education, one of the managers of the Produce Exchange and a trustee of its gratuity fund, and a director of The Central Trust Co., The Washington Life Insurance Co., and The Orient Mutual Insurance Co., and the oldest director and vice president of The Merchants' National Bank, and warden of St. James' Protestant Episcopal Church in Fordham. In 1850, he married Catherine Elizabeth, daughter of the late L. H. von Post, of New York, who with a large family survived him.

ALFRED BOWNE SCOTT, merchant, born Feb. 1, 1846, in Orange county, N. Y., is a son of Thomas B. Scott, a farmer, and descends from English ancestry. Beginning life as a farmer's boy and gaining his education in country schools near his home, he came to New York in 1867 at the age of twenty-one to seek his fortune. In 1873, he established the firm of Scott & Bowne, druggists and chemists. Their means were small, not exceeding \$1,000, but after several years of experiment and labor, they made a commercial success of an agreeable preparation of cod liver oil, known as Scott's Emulsion, and thereafter rose rapidly to prominence. They have since added to their catalogue several other medicinal preparations and have copyrighted a number of valuable trade marks. The sale of their preparations now extends virtually to every part of the civilized world. The London business finally became so large, that, in 1892, their branch house there was incorporated with a capital of \$500,000. They have factories in London, Paris, Barcelona, Oporto, and Milan. Scott & Bowne now consume about one-half of all the medicinal cod liver oil, imported from Norway. The success of their preparations is due to their excellence and to persistent, ingenious and lavish advertising. It is said that they have spent over half a million a year, for this purpose alone. The firm have recently completed a building at the corner of Rose and Pearl streets, at an expense of about \$600,000, and now occupy the premises with their laboratory and sales rooms. Mr. Scott is a member of the Colonial club and a supporter of The Metropolitan Museum of Art. In 1873, he married Ella, daughter of A. D. Puffer, of Boston, and they have two children, Alice and Alfred. Mr. Scott

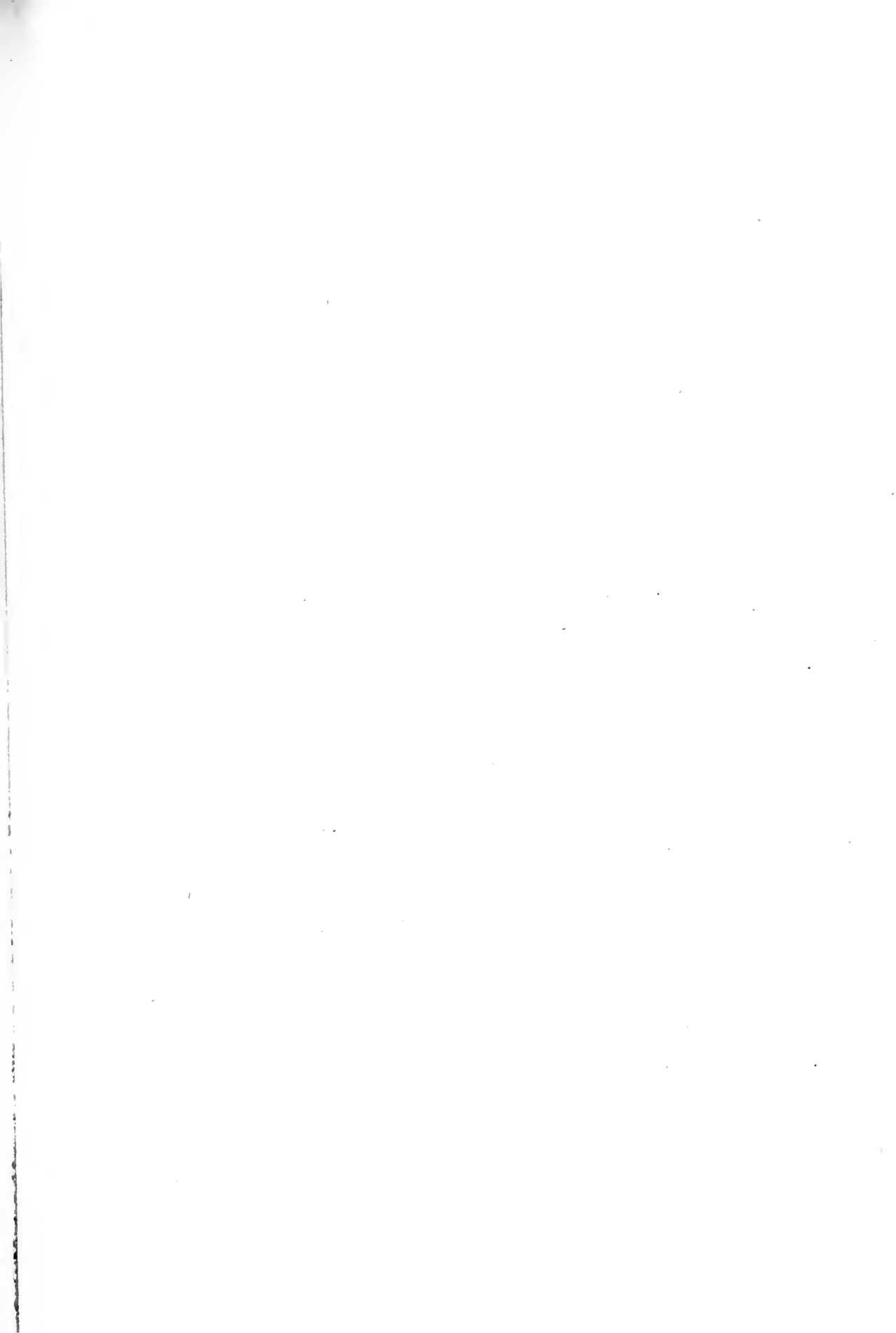
has recently retired from the active management of the firm and taken up his residence abroad, leaving its affairs entirely under the control of his partner, Samuel W. Bowne.

CHARLES SCRIBNER, publisher and bookseller, born in New York city in 1821, died at Luzerne, Switzerland, Aug. 26, 1871. His grandfather was a Congregational minister and a graduate of Yale College, and his father, Uriah R. Scribner, a prosperous merchant of this city. After graduating from Princeton College in 1840, Mr. Scribner spent three years in the study of law. Owing to delicate health, he reluctantly gave up the profession and, in 1846, formed a partnership with Isaac D. Baker for the publication of books. The firm of Baker & Scribner occupied a store on the site of the old Brick Church property, where *The Times* office now stands. Mr. Baker died in 1850, and Mr. Scribner carried on the business alone until 1857, when he purchased the English importing trade of Banks, Merwin & Co., taking in Charles Welford as a partner. His sales steadily increased until the business became one of the largest in the country. Under the name of Charles Scribner & Co., the firm engaged largely in the publication of American books, while as Scribner, Welford & Co., they ranked as the chief house importing the productions of the English press. In 1865, Mr. Scribner began the publication of a monthly magazine entitled *Hours at Home*, which in 1870 was merged into the well-known *Scribner's Monthly*, the latter being founded by Scribner & Co., a stock company in which Dr. J. G. Holland and Roswell Smith were also interested. The death of Mr. Scribner in 1871 came as a shock to hundreds of literary and business men, who had learned to honor him for his intelligence, uprightness and sympathetic temperament. In 1848, he married Emma C., daughter of the Hon. John I. Blair, of New Jersey. To them were born John Blair Scribner; Emma L., who married Walter C. Larned; Charles and Arthur H. Scribner, and Isabella, now Mrs. Carter H. Fitz-Hugh.

GEORGE J. SEABURY, manufacturing chemist and pharmacist, born Nov. 10, 1844, was reared and educated in New York city. His ancestors were of the revolutionary class, which has contributed its share to human progress and modern civilization.

After graduating from the public schools, the young man studied medicine, chemistry and pharmacy. When the Civil War threatened the life of the nation, he enlisted in 1861, served in the New York Volunteers in several positions and was twice wounded in the Peninsular campaign at the battles of Gaines' Mills and Malvern Hill. After the war, he continued his studies at home and abroad, and became in the course of a few years the pioneer of an original American industry, founding the firm of Seabury & Johnson, of which he is president, and which is known to-day throughout the world as manufacturers of medical, surgical and antiseptic materials of exceptionally excellent quality.

Mr. Seabury will be known in history as the father and organizer of his branch of pharmaceutical chemistry, chiefly for his original work, inventions and improvements on old methods. The great success achieved by him has made his name familiar to every physician, surgeon and druggist throughout the world. His firm have invariably received the highest awards over all American and European competitors, notably in Paris, London, Vienna, Philadelphia, New York, Chicago, Liverpool, Melbourne, Montreal and at many other world's exhibitions, forty-nine gold medals and special diplomas having thus far been awarded. The Seabury pharmaceutical laboratories are





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larger and better equipped than any others known in their class. In 1885, Mr. Seabury became the sole owner of the works and trade marks of the firm. He also introduced in this country the lithographing on tin for commercial purposes and organized the successful firm of The Mersereau Manufacturing Co. in that specialty, of which he is president.

He is an aggressive Republican, and a member of the Republican City and State clubs, and was one of the Committee of Thirty which re-organized the Republican party in the city of New York into a solid phalanx by election districts. He has been a delegate to National, State and County conventions and is a member of a score of scientific, educational and benevolent societies, having held every position within their gift from committeeman to president. He was president of The Drug, Chemical and Paint Organization during the centennial celebration and a vice president of the Republican Business Men's Association, which has paraded in Presidential years over 60,000 strong.

The demoralized relations between the pharmacist and the public and the public and the pharmacist led Mr. Seabury into labors, which resulted in the creation of pharmacy laws in nearly every State in the Union, so that to-day no person can practice unless he has graduated from a college of pharmacy or passed an examination before a legally appointed board of druggists. For this service, he has been made an honorary member of many State societies. He is a member of the New York College of Pharmacy and president of The New York State Pharmaceutical Association. He is a voluminous and versatile writer on economic, trade, political and public questions and problems and has won reputation as an author on the protection of industrial and productive interests. Several forcible and convincing pamphlets have been written by him, notably: "The Tariff Bugbear," "Prosperity versus Poverty," "The Tariff is Not a Tax," "How a Protective Tariff Protects the Farmer and Wage Earner, and Cheapens the Cost of Home Products to the Consumer," and "Low Tariff Destroys our Manufactures and Introduces Fraud and Undervaluations by Importers," as well as many articles on allied topics.

Mr. Seabury is a sharpshooter and enthusiastic rifleman, and was honorary secretary and a director of The National Rifle Association when Generals Grant and Hancock were its presidents. He was instrumental in bringing rifle practice in the National Guard to its present state of perfection, and took great interest in the Creedmoor range. He is a member of the New York Athletic club and of the famous "Old Guard" of New York city.

With all of his devotion to practical affairs, he is nevertheless gifted with the attributes of the poet and has worshipped the muse in an "Ode to Black Bass," in two cantos, to the delight of every true disciple of Isaak Walton. His affection for piscatorial pleasures has called forth many meritorious articles on the protection, behavior and habits of game fish.

His life thus far has been an unusually busy one, overflowing with energy and vivacity. He is popular, liberal in every direction, enthusiastic in art and music, of sterling character, one of the successful men of affairs, whose "word is as good as his bond," aggressive in a good cause, and an orator. Summed up, he represents a typical New Yorker, and one of the characteristic products of self-made metropolitan life.

CLARENCE WALKER SEAMANS, manufacturer, the son of Abner Clark Seamans, also a manufacturer, was born in Iliion, N. Y., June 5, 1854. He attended school in his native town until the age of fifteen, and then secured employment with The Remington Arms Co., the principal industry of the village and then the main source of its prosperity. He has since attained celebrity in the firm of Wyckoff, Seamans & Benedict, formed in 1882 to manage the sale of the Remington typewriter. When, in 1886, his associates and he incorporated under the old title, Mr. Seamans became treasurer and later general manager of the concern. Since the recent death of Mr. Wyckoff, senior partner in the old firm and president of the incorporated company, Mr. Seamans and Mr. Benedict have been the principal managers of the business. The story of the house is told more fully elsewhere in these pages.

JOSEPH SEIDENBERG, one of the leading manufacturers of cigars in the United States and pioneer of the industry in Key West, Fla., originated in the northern part of the Grand Duchy of Baden, Germany, in the little town of Schwetzingen, where he was born, Nov 2, 1832. His early youth was spent quietly in the fatherland, but in the early forties he crossed the Atlantic ocean, located in New York city, and soon found occupation here in the cigar business. To this industry, he has applied himself ever since and with marked success, and he now occupies a strong position in the front rank of those energetic sons of old Germany, who have made New York city their home.

Mr. Seidenberg began life with a good store of physical health, mental energy, and common sense. Feeling a very strong desire to make a good place for himself in the business world, he soon created by diligent enterprise an excellent trade in cigars, imported them in considerable quantity from Germany, soon became able to extend his enterprise to other channels, and finally became extensively interested in the industry in Florida.

Through his relations with the sponge fishing industry on the Florida coast and the shipment of groceries to the then small island city of Key West, his attention was at length attracted to the quality of the cigars, which were being made upon a small scale from Cuban tobacco in Key West.

Mr. Seidenberg was an excellent judge of a good cigar, and when, after a careful study of the subject, he realized the fact that Key West possessed special advantages for the manufacture of Cuban tobacco, he established upon the island, in 1867, its first regular cigar factory. It may be said here that this bold venture was regarded with curiosity and interest by the whole tobacco trade of the country, and the example of Mr. Seidenberg, being promptly followed by other manufacturers, led in a few years to the development of a great cigar making industry in Key West. Before that time, the population of Thompson's Island, upon which the city is located, had derived their subsistence chiefly from the sponge and coral industries and the gathering of other products of the sea. A new and valuable industry was now established among them, which came in time to give employment to more than 6,000 operatives and sustain perhaps half of the residents of the city of Key West.

At first, Mr. Seidenberg spent a great deal of his time in Key West in personal supervision of the factory and organization and management of its operations. The sale of his productions was carried on wholly by the firm of Seidenberg & Co., in New York city. The energy, skill and good judgment of the head of the firm made the new enterprise prosper exceedingly, and Seidenberg & Co. rapidly rose

to a prominent position among the leading and most reputable purveyors of cigars in the United States. They were among the first to manufacture pure Havana cigars in the United States, and while, as above intimated, various energetic men resolved that Seidenberg & Co. should not occupy this field alone, yet they have been able easily to maintain the lead; and their immense factories in Florida and New York city have finally come to manufacture more cigars, all grades considered, than any other firm in the country, perhaps in the world.

For more than twenty-five years, Mr. Seidenberg carried on the industry in Key West with great profit to the town, and with results satisfactory to himself. But, in 1894, foreseeing a broader field, Mr. Seidenberg resolved to remove the Florida branch of the industry to the city of Tampa, Fla. Ground was broken for a large new brick factory there, and, pending its completion, a frame building on Lafayette street was occupied for the making of clear Havana cigars, and in another building on Franklin street a large force was set to work producing Sumatra wrapper cigars. The new factory was supplied with the best of modern facilities and the Florida industry is now consolidated in this structure. The entire product is forwarded to New York city for sale.

In Tampa, Seidenberg & Co. now employ about six hundred excellent operatives and manufacture about 15,000,000 cigars a year from the finest Havana tobacco, which the money and experience of a skillful and well informed buyer can secure from the planters in the famous Vuelta Abajo district of Cuba. In Havana, at 171-5 Estrella street, they maintain a large warehouse and employ about two hundred operatives in stripping the enormous amount of raw material, required for the manufacture of 50,000,000 cigars a year by the Tampa and New York houses. It has been discovered that the aroma of the leaf is improved by stripping the tobacco in Havana. The New York factory, located at the corner of First avenue and East 74th street, now employs about twelve hundred operatives and manufactures about 40,000,000 cigars from mixed tobacco every year. While low priced cigars are made at the New York establishment, the Seidenbergs allow none to go out of inferior quality. The filler of every cigar consists of pure Havana tobacco, the wrapper being made from Sumatra leaf. The Figaro five cent cigar, made by Seidenberg & Co. in New York, has proved a popular brand and the sale now reaches about 25,000,000 a year. The Lillian Russell and Duke Orlando cigars, also made in New York from pure Havana tobacco, both enjoy a large sale. In Tampa, La Rosa Espanola is the principal brand and has given the house a special reputation, but Librador and Lorenzo cigars are also made in large quantities, all from the purest Havana leaf.

Success in the commercial field does not depend entirely upon the excellence of the goods sold by a particular firm, although quality is, of course, an important element. In modern times, great success depends partly upon the vigor, ingenuity and extent of the advertising done by the firm. It is a fact of interest that Seidenberg & Co. are undoubtedly the greatest advertisers among cigar manufacturers in the United States, and there are probably no brands of cigars more extensively and ingeniously pressed upon the public notice than the Lillian Russell, Figaro, La Rosa Espanola, Librador, and Lorenzo. The name of Seidenberg is borne upon at least ninety-five per cent. of the boxes and is now known in every part of the United States.

In recent years, Mr. Seidenberg has made his home in New York city. William J. Seidenberg, his son, is an active member of his firm.

Mr. Seidenberg married Theresa M. Dooley, daughter of John Dooley of St. John, N. B., and to them have been born seven daughters and one son.

JAMES SELIGMAN, banker, born in Baiersdorf, Bavaria, April 14, 1824, is one of the eight notable sons of David Seligman, a woolen merchant. In 1841, he came to America at the suggestion of his brother Joseph and engaged in business. In 1848, several of this remarkable group of brothers removed from widely separated parts of the country to New York city, James among the number, and here established the importing firm of Seligman & Stettheimer. Beginning life with no advantage of circumstances but guided by conspicuous native ability, Mr. Seligman aided materially in making the new enterprise successful. In 1865, the Seligmans retired from mercantile life and transferred their capital to a banking business on Wall street. The name of J. & W. Seligman & Co., then adopted, has been retained until the present day. Branches were established in Europe, with various of the brothers in charge of each. Joseph, James and Jesse remained in New York. Leopold and Isaac took charge of the London branch, William the one in Paris, and Henry and Abraham the bank in Frankfort on the Main. James is now the head of the New York house. In 1851, he married Rosa, daughter of Simon Content, and is the father of eight children: De Witt J., Samuel, Washington, Eugene, Jefferson, Fannie, Angeline and Florette.

JESSE SELIGMAN, banker, born in Baiersdorf, Bavaria, Aug. 11, 1821, died at the Coronado Beach Hotel, Coronado Beach, Cal., April 23, 1894. He was fourth of eight notable brothers and came to America in 1841. Investing his little means in a peddler's outfit, he started to sell small goods through the suburbs of New York city. By hard work he saved \$1,000, and joining his brother Joseph, then went to Selma, Ala., to open a general store. In 1848, he came north to Watertown, N. Y., where he remained a short time, and then, settling in New York, opened a wholesale clothing store on Church street. In 1850, upon the discovery of gold, he opened a general store in San Francisco, Cal., soon amassing a fortune. While on the coast, he became a member of the famous committee of twenty-one, formed to obtain clean and efficient government in San Francisco. In 1854, in Munich, he married Miss Henrietta Hellman. After his return to California, he saw a wider field in New York city and in 1857 joined his brothers, Joseph and James, here in the wholesale clothing and importing business. Although the Civil War contracted their business, the firm did not suffer severely, because they took a number of army contracts. In 1865, the brothers joined in organizing the banking house of J. & W. Seligman & Co. They paid particular attention to national finance and soon became known among the ablest bankers of their time. Jesse Seligman took a personal interest in many of the financial schemes of the Government, and was a trusted adviser of more than one Secretary of the Treasury. He was largely concerned in placing United States bonds abroad, and when, in 1879, Secretary Sherman offered \$150,000,000 of refunding bonds for sale, the Seligman brothers took \$20,000,000. They have since been prominent in every important syndicate. In the '70s, Mr. Seligman invested some of his means in prominent commercial enterprises. He was a prominent Republican and for many years a member of the Union League club, a trustee and patron of The Metropolitan Museum of Art and The American Museum of Natural History and a member of The American Geographical Society. In religion, a conscientious Hebrew and a prominent member of the Temple Emanu-El, he helped to found The Hebrew Orphan Asylum and gave

liberally to the charities maintained by the people of his faith. Well known and liked in social, club, charitable and business circles, he left many friends. His family consisted of his wife, Henrietta, daughter of A. Hellman, and six children, David Theodore, Max Henry, Joseph Albert, Frances Alice, Emma and Madeline.

JOSEPH SELIGMAN, founder of the Seligman banking house, born in Baiersdorf, Bavaria, Nov. 19, 1819, died in New Orleans, La., April 25, 1880. A graduate of the University at Erlangen, he came to this country in 1838, the pioneer of his family. Finding first a place as private secretary with Asa Packer, who was then entering upon his career as a contractor at Neshquehoning, Pa., he became later cashier of a small bank owned by Mr. Packer. When of age, he embarked in mercantile business in Greensborough, Ala. As soon as he had the means, he generously sent home for three of his brothers, whom he urged to come to America. Others came later. Jesse and Henry settled in Watertown, N. Y., Joseph remaining in the South. In 1848, the brothers all gave up their business in small cities, and opened an importing clothing house in New York city, and after the Civil War established the banking house of J. & W. Seligman & Co., which soon became famous. Joseph was the head and inspiring genius of this enterprise. In 1872, he went to San Francisco, and for a time conducted a branch office, which subsequently united with The Anglo-Californian Bank. As the counsellor and leader of the brothers and the founder of their great banking house, Mr. Seligman illustrated many phases of personal character which excited admiration. He was a director of The St. Louis & San Francisco Railroad, The Equitable Life Assurance Society, The Real Estate Trust Co., The German American Bank, The Shoe & Leather Bank, and The Home Fire Insurance Co. Generous in charity, he founded the Hebrew Orphan Asylum, gave \$70,000 to The Society of Ethical Culture, and promoted industrial schools and kindergartens, and was a genial, refined and courteous man. At one time, vice president of the Union League club, he also joined the Harmonie club as a member. He was married in 1848, and to him were born David J., George W., Isaac N., Edwin R., and Alfred L. Seligman; Frances, wife of Theodore Hellman, of New Orleans; Helen, wife of E. Spiegelberg, of New York; Sophia, wife of M. Walter, of New York; and Isabella, wife of Ph. Lilienthal, of San Francisco.

ISRAEL SHELDON, merchant, born March 22, 1797, originated in Pawtucket, R. I., and died in Orange, N. J., Sept. 23, 1884. The descendant of an old and patriotic family, he graduated from the academy in Woodstock, Conn., and entered mercantile life first in Providence and then in Wilmington, N. C., as clerk for S. & A. B. Arnold, shipping merchants. Energy, good sense and honesty secured for him speedy recognition, and caused him to be sent while young to the West Indies as supercargo of a provision ship. Trading expeditions to South American countries led to exciting adventures, owing to local revolutions. He was once taken prisoner. Returning to North Carolina, he made his name there a synonym for honesty, sagacity and energy. During eight years, he was clerk of the court in Hyde county, N. C., and in 1834, emigrated to Alabama, and engaged in business, with success. The outbreak of the Civil War sent him North and he lost much of his property in consequence. In New York, he resumed business with characteristic energy and his knowledge of the cotton market and the value of corporate shares enabled him to gain a second fortune. He was a large operator in Western lands and gas stocks. Mr. Sheldon was married several times. He had no son. Four daughters were born to him, Mrs. Robert W. Aborn, who died

in 1860; Mrs. Woolsey R. Hopkins, Mrs. William M. Franklin, and Georgianna E., wife of John S. Tilney.

JAMES OWEN SHELDON, merchant, banker and farmer, retired, descends from an old and excellent family of the State of Connecticut, planted in the beautiful village of Windsor in the early days by a lineal descendant of Archbishop Sheldon, founder of the Sheldonian Theatre at Oxford, England. He was born in Windsor, June 25, 1823. During early youth, he studied the text books of the period first in the schools of Windsor and Suffield, Conn., and later in New York city, to which place his father, James Sheldon, a merchant, had removed to enter business life. The senior Sheldon was active in affairs here and well known to all the older generation of merchants.

The best opportunities of that time were afforded by mercantile life in New York city, and Mr. Sheldon entered upon a practical career and received his first instruction in business principles as clerk in a wholesale dry goods house, with which he remained until the age of twenty-one.

Connecticut has been frequently called the "land of steady habits," but this pithy phrase does not entirely indicate why it was that, during the period in which the subject of this sketch made his entrance into affairs, there came forth from the ranks of the Connecticut men, who came to New York city in such large numbers, so many merchants, who, during their active and useful lives, became conspicuous for success and the qualities which ennoble human nature. Steady habits are good, but that which promoted them was the character of the old American element in Connecticut, its intelligence and religious earnestness, the sound home training the people gave their sons and the spirit which led them to fasten the minds of the young upon mental, moral and physical excellence, as of far more importance than wealth. During the first half of the present century, a throng of young and capable men came to New York from Connecticut, among them Edwin D. Morgan, the Meads, the Hoyts, Junius S. Morgan, and others, who became conspicuous for their character, energy and position. Mr. Sheldon began in the same modest way as did the other sons of his native State, and, in the same short time, displayed the soundness of his training, the vigor of his mind and body, and the perfect probity of his character.

At the age of twenty-one, Mr. Sheldon entered mercantile life on his own account as member of a wholesale grocery firm, and succeeded so well that, five years later, he became a banker and commission merchant. In this field, also, he conducted his business with energy, skill and profit, and was rapidly rising into prominence, when, in 1855, illness in his family compelled him to give up his residence in New York city and retire to a rural home in the central part of the State.

In the year named, he purchased the celebrated White Spring farm near Geneva, N. Y., upon which he dwelt for sixteen years. Here, he devoted himself to the improvement of his property and the breeding of Short Horn cattle from his own importations and from purchases from other American herds. About 1856, he bought the bull, Grand Duke of Oxford, from Lord Ducie of England, who owned the finest herd of Short Horns then existing, and in 1867 Mr. Sheldon acquired for \$42,300 about forty animals from Samuel Thorne of Thornedale, N. Y., whose herd also was derived from that of Lord Ducie. Mr. Sheldon purchased other Short Horn cattle from Lewis G. Morris. He was very successful in the business part of this enterprise and accomplished a great deal for the improvement of the breed of cattle in this country. His splendid herd of



James O. Sullivan

Short Horns gained a world wide reputation. The sales made therefrom are historic and should be referred to.

Mr. Sheldon sold nine sound and excellent young heifers and bulls from the herd of Mr. Thorne to go to England for from \$2,000 to \$3,000 each, and, in 1867, to English buyers the young bull, 3d Duke of Geneva, for \$2,750, the white heifer, 7th Duchess of Geneva, for \$3,500, and six Oxford heifers at an average of \$2,290 each. Owing to the heavy mortality among English Short Horns during this period, the stock upon Mr. Sheldon's farm suddenly attained great value. Breeders in the British Isles looked to his farm as the source upon which they could recruit their own stocks. In 1870, he sold the roan bull calf, 8th Duke of Geneva, for \$4,000, and two heifers, Duchesses of Geneva, for \$2,500 each in gold coin, gold being then at a premium of 40 per cent. These large prices were for the cattle delivered on board the ship in New York harbor. Two other animals of Mr. Sheldon's breeding were sold at auction to go to England, one for \$40,600 and the other for \$35,000, while several brought from \$20,000 to \$30,000 each. Late in 1870, the entire herd was bought by a firm at New York Mills, Oneida county, at an average of about \$1,000 each for eighty head.

While opportunities so profitable as that which made Mr. Sheldon's farm historic do not often come to American farmers, yet the story here narrated should remind them that he who works his farm with brains is likely to attain the best results.

While a resident at Geneva, Mr. Sheldon took an active part in the management of the State Agricultural College and was for several years one of its trustees. He also devoted considerable time to the management of the State Agricultural Society, being a vice president and a member of the executive committee for some time and in 1864 accepting election as president of the society. The farming interests of the State were fortunate in enlisting the interest of a man so capable and of such extended experience in affairs.

In 1870, having parted with his herd of Short Horns, Mr. Sheldon sold the White Spring farm, constrained so to do by the health of his family, and spent several years thereafter in Europe.

In 1878, he returned and made his home in New York city, where he has since resided. While not now engaged in active business, he is sufficiently occupied with corporate enterprises and is a trustee of The Manhattan Trust Co. and The Kings County Elevated Railroad, in which he has investments. He is too vigorous a man to remain idle and devotes much time to public spirited work and is a governor of The New York Hospital and The Bloomingdale Asylum, trustee of the Institution for the Instruction of the Deaf and Dumb and The Protestant Half Orphan Asylum and the promoter of other philanthropic enterprises. Strong and sturdy in frame, a gentleman of courtly demeanor and spotless character, his mind stored with entertaining information, and a member of the Union League and Down Town clubs and New England Society, he enjoys the friendship and respect of a large circle of cultivated acquaintances.

ELLIOTT FITCH SHEPARD, lawyer and publisher, born in Jamestown, N. Y., July 25, 1833, died in New York city, March 24, 1893. He came from old American stock, and was a grandson of Theodore May, a surgeon in the American Revolution, and son of Fitch Shepard, who rose to be cashier of The Jamestown National Bank and president of The National Bank Note Co. of New York city. Mr. Shepard graduated from the University of the City of New York in 1855, studied law, and being admitted to

practice in 1858, devoted himself to his profession. During the Civil War, he was appointed an aid upon the staff of Gov. Edwin D. Morgan and given charge of the recruiting station in Elmira, N. Y. While Colonel Shepard held this position, 40,000 men were enrolled and sent to the front. He presented a flag to the 51st New York Vols., which took the name of the Shepard Rifles. Declining a commission as Brigadier General tendered by President Lincoln, he spent much time in recruiting for the 9th Army Corps, and aided in securing laws permitting soldiers to vote in the field and the allotment of their pay to their families. He also promoted the great Fair in New York city, which earned \$1,300,000 for the Sanitary Commission. After the War, he practiced mercantile and municipal law, and with E. B. Shafer codified the city ordinances, their version going into effect Jan. 1, 1881. In his latter years, Colonel Shepard was known as an editor. He bought *The Mail and Express*, March 26, 1888, from Cyrus W. Field. The management of this Republican journal excited his enthusiastic interest, and he was its real as well as nominal head. It was he who introduced the idea of printing a text from Scripture every day upon the editorial page. He was liberal in charity, a Presbyterian, and a strong advocate of Sunday observance. Active in the formation of The Bar Association, he became its president in 1884, and helped secure the legislation to create the Court of Arbitration of the Chamber of Commerce, of which he was a member. Colonel Shepard made several visits to Europe, explored his native land thoroughly, and frequently related the story of his travels in public lectures. He wrote several pamphlets, one of which, entitled "Labor and Capital are One," was translated into various languages and had a circulation of 250,000 copies. Among his clubs were the Union League, Republican, Lawyers', Twilight, Riding, Congregational, Press, New York Athletic, New York Yacht and Adirondack League, and he also joined the Bar Association, The Sons of the American Revolution, Presbyterian Union and The New England Society of this city and the Union League club of Brooklyn. He married Feb. 18, 1868, Margaret Louisa, daughter of William H. Vanderbilt, who survived him with five children, Maria Louisa, wife of William Jay Schieffelin; Edith; Alice Vanderbilt, wife of David Hennon Morris; Margaret and Elliott F. Shepard, jr. By his will, he left \$100,000 each to the Presbytery of New York city and St. Paul's Institute at Tarsus, Asia, and \$50,000 to the Seventh Presbyterian Church.

FREDERICK MICHAEL SHEPARD, manufacturer, a native of Norfolk, Conn., born Sept. 24, 1827, is a son of the late John A. Shepard, farmer, hotel keeper and postmaster, and of Margaret J. Mills, his wife. Edward Shepard came from old England with his family in 1638 and settled in Cambridge, Mass., and one of his sons, removing to Hartford, Conn., there established the branch of the family from which Frederick M. Shepard springs. The subject of this sketch spent his early life in Norfolk, attending school, aiding his father and serving as clerk in a country store. Finally, however, Norfolk became too small for a young man of his motive power and he found employment in Hartford and later in New York city. In 1853, he was elected treasurer and secretary of The Union India Rubber Co., and from that time to the present has been active in the manufacture of rubber goods. He is president of the company now and of The Rubber Clothing Co., The Goodyear Rubber Co., of New York, and The Goodyear Rubber Co., of Middletown, Conn., all of which are owned and controlled by him, and a director of The United States and The National Rubber Co's. He is also a director of The Mutual Benefit Life Insurance Co., The Orange Water Co., The

East Orange Safe Deposit & Trust Co., The East Orange National Bank, and The Norfolk, Conn., Water Co. and has been Commissioner of Juries and of Parks in Essex county, N. J. Mr. Shepard has proved a very able manager of the large interests concentrated in his hands. He has read THE NEW YORK TRIBUNE from the day of its first publication. Sept. 28, 1854, he married Annie C. Rockwell and is the father of six children, Annie Rockwell, Frederick M., Clara Margaret, Joseph Minott, John Andrus, and Edith Mills.

SIDNEY SHEPARD, capitalist, long prominent in the commercial life of Buffalo but in later years closely identified with financial affairs in New York city, was born in the village of Cobleskill, Schoharie county, N. Y., Sept. 28, 1814. He died in New Haven, N. Y., Dec. 26, 1893. He was descended from a line of hale and upright ancestors, which reached back to the earliest days of the settlement of the new world. Ralph Shepard, the first of his father's family to remove from England to this country, came in 1635. William Hamilton, his mother's ancestor, a Scot, came later, and emigrated from Glasgow in 1668. His grandfather, Hosca Hamilton, in this line, was a surgeon in the American Revolution and a personal friend of George Washington. Jesse Shepard, Sidney's father, was a physician, who practiced the healing art for many years in Cobleskill and the farming towns surrounding. A worthy representative of these two families, the young man thus had the good fortune to begin life with a vigorous nature, an upright character, and a strong intellectuality, inherited from a sound ancestry. During boyhood, he gained only the education which falls to the usual lot of the youth of a country town, but he was compensated in subsequent years for lack of a college education, by his receptive mind, constant reading, extended travel, alert observation and retentive memory.

The lad found his first employment at the age of fourteen, as clerk in a hardware store in Dansville, N. Y. He entered upon his duties there with youthful enthusiasm. was quick to learn and faithful to duty, and the liking which he gained then and there for the hardware trade decided his vocation. After additional experience in a store in Rochester, N. Y., he went to Bath, in 1831, and associated himself for three years with his brother.

He made his first mercantile venture on his own account in 1835, when not yet twenty-one years old, assuming the responsibilities of a merchant, by purchasing a hardware store in the same town. From the very beginning, he showed his quality, by energetically devoting to his business all the time which was necessary to ensure success. He was resolute in a determination to make his way, honest in all transactions, and able to deny himself the luxuries, upon which many other young men, less wise than he, expended their savings. Five years of mercantile life in Bath brought him a little capital.

Aspiring to a larger field, he then, in 1836, removed to Buffalo. He first bought an interest in a hardware store on Main street, the oldest business house in that city, which was changed to Crane & Shepard. In the following year, he became sole proprietor under his own name. This enterprise soon developed into the firm of Sidney Shepard & Co., which rose from local to much wider distinction. A manufactory of sheet metal ware was established at the corner of Clinton and Union streets. The young merchant soon won the good opinion of other men in the hardware trade and pushed the sale of his productions with such persistency and energy, that before ten years had





James Thompson

passed his business had become thoroughly established. Not only did the thriving city of Buffalo and the counties tributary thereto supply him with a ready market, but the West spread out before him, inviting him to extend his enterprise in that direction also. During his early years, he made several prolonged trips through this region and established business connections in the then comparatively uninhabited but rapidly growing States of Ohio, Indiana, Illinois and Michigan, opening business houses in Detroit and Milwaukee. About 1840, he made one tour by way of Chicago and St. Louis to New Orleans, returning through Mobile, Savannah and Charleston. In 1849, he became the proprietor of The Shepard Iron Works, on Ohio street, and thereafter gradually added to his undertakings, until he finally became one of the largest importers of tin plate, manufacturers of stamped metal ware, and dealers in hardware and tinner's supplies in the United States.

Mr. Shepard's activity was not confined to his industry in Buffalo. As he gained the means, he embarked in other important enterprises. He was one of the earliest to realize the advantages of the electric telegraph to the merchants of the country, and he not only promoted some of the pioneer lines in the West, but, by gradual investment, became one of the largest owners of the stock of The Western Union Telegraph Co., under which the earlier lines were consolidated. Until within a few weeks of his death, he was a director in that corporation, resigning on account of his illness. He was prominent also in railroad affairs and for many years a large stockholder and director in The Alabama Central, The Mobile & Ohio, and The New Jersey Central Railroads, having declined a similar position in many others of equal prominence. He accepted only a few of the proffered places of trust in religious, banking and other institutions.

He was married June 12, 1851, in Buffalo, to Elizabeth De Angelis Wells, daughter of Chester R. Wells. This union brought them three children, Elizabeth Wells Shepard, who died at the age of ten; Charles Sidney Shepard; and Ralph Hamilton Shepard, who survived his father a few months only.

In 1865, Mr. Shepard relinquished the active supervision of the details of his business to his partners and spent several years with his family in foreign travel and recreation. He visited nearly every capital in Europe, besides Egypt, the Holy Land and Asia Minor. Upon the family's return, they settled in the homestead of his wife in the village of New Haven, Oswego county, N. Y., and made that his country residence the remainder of his days. In 1885, he transferred to C. Sidney Shepard, his son, his interest in the old firm. Though urged to be a candidate for important offices, he studiously avoided such publicity.

Mr. Shepard's success should be an inspiration to every young man of ability and character. It was due to the good name which he established early in life, a clear head, sound judgment and untiring energy. Keen powers of observation guided him in his enterprise and investments and his habit of mastering every new question thoroughly saved him from errors. His capacity for organization amounted almost to genius. His judgment of men was remarkable and he was seldom deceived in his estimates. In integrity, he was rigid and unswerving. Capable of continued exertion, his courage also was equal to every emergency. In private life, he was a sincere Christian gentleman. His faith in divine things was strong and for about twenty-five years he was an elder in the First Presbyterian Church of Buffalo. Wealth brought him the ability to bestow happiness on others less fortunate and he did so freely but quietly and with the same

discretion which had regulated his whole life, often in such a way that even the recipients did not know the source. He aided liberally several institutions in Buffalo, but his principal benefactions were distributed over this and other countries, while his private charities were large. His name is greatly honored.

ISAAC SHERMAN, manufacturer and banker, born in North Adams, Mass., died in this city, Jan. 21, 1881, in his sixty-third year. After studying law in Albion, N. Y., for a year, Mr. Sherman abandoned the prospect of a legal career and went into business. He became interested at an early age in the making of staves in Buffalo for export, and was in the habit of going to Michigan and making contracts for the purchase of staves, while the timber stood in the forests. If there were sufficient snow to haul the staves from the woods, they were drawn out in the winter time. If not, they sometimes remained standing for a year or two. This practice led to a discussion on taxation with the Attorney General of Michigan. The statutes of the State exempted property in transit and Mr. Sherman claimed that his staves were legally in that condition, until they were taken out of the woods and started for Port Huron, his usual point of shipment to the East. He finally induced the Attorney General to accept his view of the matter and frequently referred to this case as one of his earliest triumphs. He retired from business in Buffalo, at the age of thirty, with large means. Coming to New York about 1856, he then established a private bank, remaining in its management until 1865, after which time he devoted himself to investments. The only railroad securities he ever bought were first mortgage bonds. His knowledge of railroad law was intimate and extensive. In politics originally a Democrat and prominent in the Barnburner movement, Mr. Sherman took a prominent part in the founding of the Republican party. During Mr. Lincoln's administration, he was one of the President's confidential advisers, and it is generally understood that he declined the offer of Secretary of the Treasury. He was a genial and courteous man, generous in charities and very modest. His wife and one daughter, the latter, Mrs. Bradley Martin, survived him.

WATTS SHERMAN, banker, born in Utica, N. Y., Feb. 22, 1809, died on the Island of Madeira, Feb. 20, 1865. A descendant of one of the oldest families in the State, his first important position was that of cashier of a bank in Geneseo. Removing to Herkimer, he conducted a banking institution there. Later, he removed to Albany and became cashier and general manager of The Albany City Bank, which became one of the soundest institutions in the country under his management. In 1851, he came to New York and in partnership with Alexander Duncan founded the well known banking house of Duncan, Sherman & Co., in the active management of which he continued until about eighteen months before his death. Cultivated and refined in mind and liberal in disposition, he had a large circle of devoted friends. In politics, he sided with the Democrats. His wife, Sarah M., a daughter of Henry B. Gibson of Canandaigua, N. Y., with four sons survived him, the latter being William Watts, Duncan, Harry Gibson and Frederic Sherman. Mrs. Sherman died in March, 1878.

JOHN HINMAN SHERWOOD, merchant and realty owner, a native of Guilford, Chenango county, N. Y., Feb. 3, 1816, died in New York city, March 17, 1887. Energetic from youth, he began life at home as a shoemaker. At the age of twenty, he established a hide and leather business in Monroe, Mich. Three years later, he returned to Greene in Chenango county, and carried on a dry goods store, but removed in 1852, to New York, to enter the firm of Wesson, Vanderhoff & Co., in the boot and

shoe trade. In 1857, he withdrew and opened a real estate office, applying his means to operations which ultimately made him a rich man. First and last, more than a hundred business and residence houses were erected by him. The Sherwood apartment house was one of his ventures and, with several associates, he built the block of houses on Fifth avenue between 43d and 44th streets, upon the site of the Colored Orphan Asylum, burned by the mob during the draft riots of 1863. Some of his property lay north of the Park. Principal owner and an officer of The Fifth Avenue Bank, he also shared in the management of The Mutual Life Insurance Co., The Washington Life Insurance Co., and The Real Estate Exchange, and was a stockholder of *The New York Sun*, being a warm friend of Mr. Dana. An Episcopalian, a Republican, liberal in his charities and a man of sound qualities, he was highly esteemed. His wife, Nancy L., and one daughter, Mary E., wife of J. H. A. Blodgett, survived him.

HENRY F. SHOEMAKER, banker and railroad president, had the advantage in his early career of an influential and prosperous father, but his great success in life is due mainly to his own undisputed ability. He was born March 28, 1845, in Schuylkill county, Pa. His ancestors came from Germany, landing in Philadelphia, June 20, 1683, and forming part of the settlement of Pastorius, the German Quaker and friend of William Penn. The family has been prominent in Philadelphia and the Schuylkill and Wyoming valleys of Pennsylvania for several generations. John Shoemaker, his great grandfather, served in the American Revolution; both his grandfathers were soldiers of 1812; while Henry F. Shoemaker himself was a Union volunteer in the Civil War. The men of the family engaged at an early period in the mining for anthracite coal, and Col. George Shoemaker, of Pottsville, Pa., a great uncle, was the first to introduce this fuel to market, bringing it to Philadelphia by wagon. His father was John W. Shoemaker, an operator of anthracite coal mines at Tamaqua, Pa., his mother being Mary A. Brock, daughter of William Brock.

Mr. Shoemaker was fitted for an active career by education in the schools at Tamaqua, Pa., and in the Genesee Seminary in Lima, N. Y. He acquired a liking for the coal business at an early day, boyish curiosity leading him to visit his father's colliery almost daily during his vacations. He was a young man of great promise and his manly nature was shown in 1863, when Pennsylvania was invaded by General Lee and the Confederate army. Governor Curtin called for volunteers to defend the State. The young man, then only eighteen years of age, went to his father's mines, gathered together a company of sixty volunteers and took them in haste to Harrisburg. Although elected captain of the company, he exercised the good judgment characteristic of him in after life, and declined, owing to his youth, in favor of an older man, accepting the rank of first lieutenant instead. The company was mustered into the Federal service as part of the 27th Pa. Vols. attached to the 6th Corps, and served until the Confederate army had been beaten at Gettysburgh and retreated south of the Potomac. The emergency over, the detachment from the mines returned to their homes.

At the age of nineteen, Mr. Shoemaker went to Philadelphia and entered the wholesale coal shipping house of Hammet, Van Dusen & Co., where he mastered the mercantile department of the coal business. He then began the coal shipping business on his own account under the firm name of Shoemaker & McIntyre, succeeding from the start. A progressive man, he formed in 1870 the firm of Fry, Shoemaker & Co., and engaged in the mining of anthracite coal at Tamaqua, Pa. The property consisted of



Henry F. Shoemaker

the Newkirk colliery, one of the largest in the locality. Mr. Shoemaker continued to reside in Philadelphia in charge of the shipping and sales branch of the business, while his partners devoted themselves to operating the mines. The Philadelphia & Reading Railroad Co. having entered upon a policy of acquiring control of the mining of anthracite coal along its lines by an ownership in the collieries, Mr. Shoemaker disposed of his coal interests to the railroad company in 1875.

Early in 1877, he entered the world of transportation as secretary and treasurer of The Central Railroad of Minnesota, and late in that year removed to New York city. In 1878, he became interested in the construction of The Rochester & State Line Railroad, now known as The Buffalo, Rochester & Pittsburgh, and was largely instrumental in its extension to the coal fields of Pennsylvania. In 1881, he embarked in Wall street and established the banking house of Shoemaker, Dillon & Co. The firm made a specialty of large issues of railroad bonds and met with great success in several extensive negotiations. In 1886, Mr. Shoemaker entered a syndicate which assumed control of The Wheeling & Lake Erie Railroad, and thereafter he pushed on and became an active spirit in a number of important roads. In 1887, he was elected president of The Mineral Range Railroad, and in 1888, he bought a large interest in the Cincinnati, Hamilton & Dayton Railroad, and later, with others, became one of the dominant spirits in the company and was made chairman of its executive committee. In 1893, for himself and associates, he purchased a majority of the shares of The Cleveland, Lorain & Wheeling Railroad, which under the new management has become one of the most prosperous coal roads in Ohio. Several lines in which he is interested are coal carrying roads, and Mr. Shoemaker is largely interested in the mines adjacent thereto.

He has been successful in his undertakings and is now president of the The Dayton & Union and The Cincinnati, Dayton & Ironton Railroads; chairman of the executive committee of The Cincinnati, Hamilton & Dayton Railroad, and a director in The Cincinnati, Hamilton & Indianapolis, The Cincinnati, New Orleans & Texas Pacific, and The Cleveland, Lorain & Wheeling Railroads, and The Alabama Great Southern Railroad, Limited, of London, England. He was also at one time engaged in the mining of bituminous coal in the Kanawha valley, W. Va. He was a large owner and director in The New Jersey Rubber Shoe Co., whose factories are located at New Brunswick, N. J., with a capacity of 10,000 pairs of boots and shoes per day which has now become a part of The United States Rubber Co., one of the largest mercantile and manufacturing corporations in the country.

Mr. Shoemaker was married April 22, 1874, to Miss Blanche, daughter of the late Hon. James W. Quiggle of Philadelphia, at one time Consul at Antwerp and later Minister to Belgium. As a result of this union, there are three children, two sons and one daughter. He resides in New York city, and by reason not only of his financial standing, but his refinement of character, courteous manners and spotless record, has gained the confidence and esteem of the business world.

He is a member of the Union League, Lotos, Riverside Yacht and American Yacht clubs of New York city, The Sons of the Revolution, and Lafayette Post, No. 140, of the Grand Army of the Republic.

JOHN H. SHOENBERGER, manufacturer, a native of Huntington county, Pa., died in New York city, Nov. 12, 1889, in his eightieth year. He was a son of Dr. Peter Shoenberger, who began the manufacture of iron in Pittsburgh in 1824. The

son succeeded to the business, owned The Huntington furnace and was for many years the head of John H. Shoenberger & Co., and a driving, able and successful man. For several years, he managed The Exchange National Bank of Pittsburgh as its president, and became largely interested in The Pittsburgh, Fort Wayne & Chicago and The Allegheny Valley Railroads. He was a leading member of the Episcopal Church in Pittsburgh, and the wealth due to his incessant enterprise enable him to make large gifts in its interest and help build St. Peter's and Trinity churches. About 1880, he removed to New York city. By his will he left \$35,000 each to The Church Home in Pittsburgh and The Bishop Seabury Mission in Minnesota; \$30,000 for Episcopal missionary work in Pittsburgh; and \$50,000 for The Domestic and Foreign Missionary Society of the Protestant Episcopal church, as well as \$900,000 and a large tract of ground in Pittsburgh for St. Margaret Memorial Hospital, in memory of his deceased wife.

GEORGE GARRETT SICKLES, merchant, born in William street, New York city, Sept. 10, 1800, died in New Rochelle, March 18, 1887. After an experience in this city as a printer and dry goods clerk, he went to Philadelphia at the age of twenty to enter the employment of *The Aurora*, one of the best known papers of that period. Subsequently, he started a newspaper of his own in Belvidere, N. J., called *The Belvidere Apollo*. Later, he made a little money in New York in the publishing business at Broadway and Liberty street, but lost it all in a mercantile venture in Glens Falls, N. Y. When he returned to New York, he had only ten cents in his pocket. Making a new start, he entered the real estate business and followed it for a quarter of a century, realizing a fortune. He gradually came to own about thirty houses in New York and Brooklyn and various other properties, including a farm at New Rochelle. Fortunate operations in Wall street added to his means. When about forty years of age, he studied law and practiced it for twenty-five years, becoming an expert in patent cases. The Democratic party won his earnest allegiance and he was one of the oldest Free Masons in the city, being a charter member of Kane Lodge. By his first marriage with Miss Susan, daughter of Edgar Marsh, he became the father of Gen. Daniel E. Sickles. In 1881, he married Mrs. Henry Sheridan Sawyer, and their children are Roma Meade, Perie A. and Alta H. Sickles.

BENJAMIN DOUGLAS SILLIMAN, LL.D., lawyer, was born in Newport, R. I., Sept. 24, 1805. His family removed to New York when he was a child, and since that time he has been a resident mainly of the city of Brooklyn. He descends from Pilgrim stock, and on the side of his father's mother, traces his lineage to John Alden and Priscilla Mullins. Gen. Gold Selleck Silliman of Connecticut was his grandfather. Gold S. Silliman, his father, died in Brooklyn, N. Y., in 1868, at the age of ninety-one. Benjamin D. Silliman was sent in 1820 to Yale College, received his diploma in 1824, and is now sole surviving member of that notable class. Having studied law in the office of Chancellor Kent and his son, Judge William Kent, Mr. Silliman was admitted to the bar in 1829, and began practice in New York city. Among the clients who placed their legal business in his hands were large corporations, and in the course of his sixty years of active professional life, Mr. Silliman ranked among the leaders of the bar and practiced both in the highest courts of the State and the United States. His industry was remarkable, his success almost unbroken. It is said that he never lost his temper in court and he won his cases by none except dignified and honorable methods. The esteem of his professional associates was exhibited at the time of his retirement by

the voluntary tender of a public banquet at Delmonico's, May 24, 1889. In early life a Whig, Mr. Silliman represented his party in the Legislature from Brooklyn in 1838 and was often a delegate to local, State and National conventions. In 1854, as a Republican, he accepted the office of United States District Attorney for the Eastern District of New York, but resigned in 1866, because the duties of the office interfered with his practice. In 1872, he became a member of the commission for revision of the State Constitution, and in 1873 was defeated as candidate for Attorney General. In 1873, Columbia College, and in 1874, Yale College, conferred upon Mr. Silliman the degree of LL.D. He is a director of numerous literary and benevolent associations, and was for nearly twenty years a manager of The House of Refuge for Juvenile Delinquents in New York city, as well as one of the founders and vice president of the Bar Association. He was for twenty years president of the Brooklyn club and long president of the Yale Alumni Association. He is unmarried.

J. EDWARD SIMMONS, one of the most prominent and highly respected bankers of New York city, began life with the intention of devoting himself to the law. There is every reason to believe that he would have reached a high position in that profession, but his tastes led him into the field of practical business and he has made therein a record of which he may be proud.

He was born in the city of Troy, N. Y., in 1841. The remote paternal ancestor of the family came from Holland and settled in the new world about 150 years ago. On his mother's side, his descent is from an old New Hampshire family, his great grandsire having been one of the sturdy supporters of Independence in that State and a soldier of the American Revolution.

Mr. Simmons was educated first in the public schools and the academy in Troy. He spent three years at a well known boarding school at Sand Lake, and then enjoyed the advantage of a four years' course at Williams College, graduating in 1862. Thus fitted for the battle of life, he studied law at the Albany Law School. The Bachelor of Arts of Williams College then became a Bachelor of Laws; and it may be said that, later, in compliment to his services in the cause of education, he became a Doctor of Laws by act of a New England university.

Until 1867, Mr. Simmons lived in the growing city of Troy. He practiced law for two years, and then engaged with his father in the more profitable business of a wholesale grocer. Ambitious to rise, he finally determined to settle in New York and try his metal in the field of banking and brokerage. Locating in Wall street, he succeeded from the start but in 1872 a too devoted application to business compelled him to seek rest from overwork in Florida. In that pleasant clime, he gained renewed vigor.

In 1874, he returned to Wall street thoroughly restored in health and devoted himself anew with all the ardor of a vigorous mind to his old business of banking and brokerage. His transactions in the exciting field of finance were remarkable for sturdy integrity, ability and honor. A sound, successful man, with large resources which he had accumulated by his own efforts, he soon became one of the most respected and popular members of the Stock Exchange. June 2, 1884, he was elected president of the Exchange. He was chosen for this place at a time when the country was trembling upon the verge of a crisis, owing to a panic which had taken place in the street and the suspension of the firm, of which the previous president of the Exchange was a member. So great was the confidence felt in Mr. Simmons, that he was elected by

a vote remarkably large. His services restored confidence and won the most cordial approbation. He occupied the position of president for two terms, and was asked to accept it for a third, but declined. His intense application to business then compelled him to rest and he spent some time in foreign travel to recruit his health.

In 1888, Mr. Simmons was called to the presidency of The Fourth National Bank, one of the most important financial institutions in the country, having a capital of over \$3,000,000 and deposits averaging the enormous sum of \$30,000,000. His services as president of this bank have been brilliant and successful.

Partly because of his legal training and partly from natural predilection, Mr. Simmons has always been greatly interested in public affairs. He is an ardent Democrat of the old school of Jefferson and the fathers of the Republic. In 1881, he consented to serve the city as a Commissioner of common schools of New York city, and in 1886, he was made president of the Board of Education, in which capacity he served for five successive terms.

He has always taken an active part in the larger politics of the day, especially in national contests, but has persistently refused to hold office.

In his chosen profession of banking, Mr. Simmons has made an unusual record. He has never failed to keep a contract, never suspended, and never been sued. In the exciting field of Wall street finance nothing is said except to his credit. In the panic of 1890, he was one of the valued members of the Executive Committee of the Clearing House, and in the panic of 1893 a member of its Loan Committee. His high standing led to his selection as receiver of The American Loan & Trust Co., when that organization was forced to suspend.

Mr. Simmons is president of The New York Infant Asylum, one of the largest and most beautiful charities of the city. He is also a governor of the New York Hospital, vice president of the Chamber of Commerce, president of The Panama Railroad, and of the Columbian Line of steamships, and a director in some of the largest and most successful corporations of the country.

Mr. Simmons is a Free Mason of high rank. In 1883, he was chosen unanimously Grand Master for the State of New York, and in 1885 was advanced to the Thirty-third Degree, the highest degree known to the Masonic order.

In this city, his social position is indicated by membership in some of the most exclusive of its first-class clubs, including the Manhattan, Riding, Metropolitan, Players', University, Lawyers', and New York Athletic. He is also a member of the St. Nicholas Society, The New England Society and of the Williams Alumni Association.

He was married in 1866 to Julia, daughter of George Greer, of New York city. Of the seven children born to them two survive: a son, Joseph Ferris Simmons, and a daughter, Mabel Simmons.

A man of serious aims, shrewd in business, broad in views, cherishing generous ideals, entertaining in society, conscious of the dignity of life—these are traits which shine in his character and make him an object of universal esteem.

WILLIAM SIMPSON, pawnbroker, born May 2, 1837, at No. 21 Chatham street (now Park Row), New York city, upon the site of the present entrance to Brooklyn Bridge, is a son of the late William Simpson, a native of Cumberland, England, and of Ximena Hains, his wife. William Simpson, sr., came to America about 1827 with his brother, John B., and, after a short experience as a dry goods merchant on Chatham street, bought from a cousin, about 1836, a small money loaning business, which had

been established as early as 1822 by Walter S. Simpson, his uncle. The new proprietor, with his brother John B., who soon joined him, developed the business greatly. Both men became famous and from their loan offices on Chatham street and the Bowery realized fortunes which they invested largely in real estate. William died at West Farms in Westchester county, April 8, 1879. William Simpson, jr., received a private school education, and at first engaged in the furniture business and later in the management of a general store in New Hudson, N. Y., and in importing and breeding Jersey cattle. During the Civil War, he saw service in the Union army. In 1865, he embarked in the loan business in New York city, at No. 27 Chatham street and No. 181 Bowery, and has ever since followed this occupation. "Simpson's," seen on more than one sign board, is now certainly one of the best known names in the city. Mr. Simpson retains his breeding business on a farm of 1,200 acres at New Hudson, with training stables at Cuba, both in Allegany county, N. Y., but now devotes the establishment in part to trotting horses, under the name of the Empire City stud. He also owns a farm of one hundred acres at Hunt's Point, N. Y. He is a veteran of the 7th Regiment and a member of Lafayette Post, G. A. R., a Republican and in religion an Episcopalian. In 1864, he married at Dryden, N. Y., Sarah Jane McGraw, who died in 1876, leaving two sons, William J. and Frederick B. In 1887, he married Teresa L. Allen of this city.

JOHN SINCLAIR, merchant, originated in Belfast, Ireland, where he was born Jan. 4, 1841. He is a son of the late Thomas Sinclair, merchant of meats and provisions. The family are of Scottish and Irish ancestry. Thomas Sinclair gave his son a careful education in Belfast and Liverpool and then an apprenticeship in the provisions business in Belfast, which, while it had not yet attained the magnitude of these later years, was already well established. A ready, earnest, capable young man, Mr. Sinclair learned every requirement rapidly and, after a few years, took a place in the office of a large firm in Liverpool in order to increase his range of experience. It was during this period that Great Britain began to depend upon the United States of America for supplies of food. Ireland had produced immense quantities of meats and grain for generations, but the low-priced lands of America developed new sources of supply, which England could not overlook, and her merchants found it to their advantage to establish connections in the United States. Accordingly, in 1862, the parent house of the Sinclairs in Belfast sent Thomas Sinclair, jr., and Thomas M. Sinclair to New York city, where they established the firm of Sinclair & Co., for the exportation of produce to England. In 1864, John Sinclair came to New York and associated himself with the business. Here he quickly made his mark. In 1866, the present firm of John Sinclair & Co., composed of John and Thomas M. Sinclair, succeeded to the one first established. They are now extensively engaged in packing meats in Cedar Rapids, Iowa, the house there having been started in 1871, by the junior partner of the firm. Mr. Sinclair is an upright, driving, straightforward and capable merchant. He has entered heartily into the spirit of the life of the metropolis, has gained the respect of a large circle of friends, and while a member of those excellent social organizations, the Century, Reform, City, Riding, Presbyterian and Down Town clubs, has shown his public spirit by joining Good Government Club A.

WILLIAM LUDLAM SKIDMORE, at present the oldest coal merchant of the city, was born on a farm in Foster's Meadows, beyond Jamaica, Long Island, Sept. 25, 1822.

Jeremiah Skidmore. his father, a native of Valley Stream, then known as Rockaway, born March 23, 1797, had moved into New York city the early part of the century and become a coal merchant. The youth of William L. Skidmore was spent partly on the farm, partly at the family home in this city on Orchard street. Educated in the public schools, he began life at the age of thirteen in the employment of his father's coal firm of Lang & Randolph. He ran on errands, swept the office, and performed a variety of other modest duties. When the senior Skidmore succeeded to the business, he took his boys Joseph and William into partnership, as Jeremiah Skidmore & Sons. In 1877, the young men became the proprietors and thereafter adopted the title of Jeremiah Skidmore's Sons, which is yet preserved. Joseph died Dec. 30, 1882, and William L. Skidmore then became head of the house. He retired a few years ago but retains a special interest, and is the only one of the thirteen partners of the three coal firms above named who is living, as well as the only member of his branch of the Skidmore family. He is a Republican in politics and in personal appearance closely resembles the late James G. Blaine. Until about 1890, Mr. Skidmore held many directorships in the city and had declined similar positions in many others. He resigned from all about five years ago. He has also been a member of many prominent public institutions and charities. He married, June 15, 1847, and became the father of two sons, Alfred Tremont Skidmore, who died at the age of nineteen, and Jeremiah, who died at the age of twenty-three. Mr. Skidmore became early in life a member of the old Rutgers Street Presbyterian Church, but in later years he has been a member of Dr. John Hall's church on Fifth avenue. He is liberal in his gifts, and has done much to promote the happiness of his fellow men.

HENRY BARTHOLOMEW SLAVEN, capitalist, who has won fame and fortune by his wonderful enterprise and work in connection with the great Panama Canal, was born near Pictou, Ontario, Oct. 19, 1853. He is a son of Patrick Slaven, a farmer and stock raiser, and his early education was gained in the common schools.

Leaving the farm when he was thirteen years of age, he secured a position as druggist's assistant, and after his day's work, spent the evenings in study at the local school. He was a graduate of the Ontario College of Pharmacy at the age of seventeen, and in order to take a further course in medicine, he went to Philadelphia and attended a university there for nearly two years, but was too young to graduate.

He then accepted a position in a large wholesale and retail drug house in the Quaker City, which gave him his first experience in mercantile life. Returning to Canada in 1873, he took the management of a large wholesale drug concern there, remaining with it for a period of three years. Early in 1876, the young man joined a party of engineers, who were making a trip to the British Northwest. The journey was made by way of the great lakes to what is now Port Arthur, and thence to Winnipeg, Manitoba. As this was an entirely unexplored country, inhabited only by Indians, the dangers and hardships of the undertaking were great, but Mr. Slaven and his party of twenty-five men arrived safely at their destination. Making a short stay in Winnipeg, he traveled further west through Manitoba and the British Northwest, returning again to Winnipeg and journeying thence to St. Paul. From the last named place he went to San Francisco, where he arrived in the fall of 1876.

In San Francisco, he established a large drug and manufacturing business, which proved to be a successful venture. The business grew with amazing rapidity



S. B. Fawcett

and in time became the most widely known concern of its kind on the Pacific coast.

In 1878, Mr. Slaven became interested in public works, with his brother, M. A. Slaven, who was a successful contractor in California and the far West. It was about this period that Ferdinand De Lesseps paid a visit to San Francisco in the interests of the Panama Canal. The fame of the Slaven Brothers, as successful contractors, having reached his notice, he determined to seek their aid in carrying out the vast and difficult work he had in hand. The acceptance of this proposition practically shaped Mr. Slaven's future life. The brothers assumed entire control of the American Pacific coast business, besides contracting for the buildings and other preliminary work on the Isthmus, which involved millions of dollars.

Mr. Slaven went to Panama in 1880, to initiate the work, taking a large force of men and sent supplies and materials sufficient to fill two steamers. Work was at once begun on the line of the canal. The undertaking was attended with great hardships and suffering on the part of the men, who were afflicted with malaria, of which many died, while others sickened and returned to their homes in the States. Their places being filled with native labor, the great work prospered.

In the year 1882, the firm of Slaven Brothers closed a contract for the actual construction of the Atlantic division of the Panama Canal from Colon or Aspinwall to Bohio Soldado, a distance of sixteen miles, as well as for the difficult and seemingly impossible task of changing the course of the great Chagres River for a similar distance. The magnitude and importance of this contract rendered it necessary for the contractors to remove their headquarters to New York city.

In September of the same year, they organized The American Contracting & Dredging Co., and associated with them the late Eugene Kelly. The officers of the company were H. B. Slaven, president; Eugene Kelly, treasurer; M. A. Slaven, general manager, and Jas. J. Phelan, secretary. They began work on the construction of the plant, which was necessary to the successful carrying out of the contract, the principal piece of machinery being what is known as the Slaven dredge, the largest, most effective and most expensive dredge ever built. Eight of these mammoth machines were constructed at an average cost of \$150,000 each. The plant was completed and placed on the Isthmus in a few months and the actual digging of the Panama Canal was begun by an American company. During the period of seven years, from 1882 to 1889, most of Mr. Slaven's time was spent on the isthmus, where he personally superintended the enormous enterprise.

The result of his operations constituted one of the greatest industrial and financial successes of modern times. The stock of The American Contracting & Dredging Co. became worth more than four times its face value, and shares which were at one time offered and sold for \$30 were in great demand at \$400 and over.

When a crisis came in the affairs of The Panama Canal Co., and it failed in 1889, Mr. Slaven had successfully completed his contract and his company had been paid about \$25,000,000 and was about to be awarded a contract for finishing the entire canal. After the failure, all work having come to an end in Panama, Mr. Slaven removed his great plant to Nicaragua and became treasurer of the company there.

The Panama Canal scheme takes rank among the greatest engineering and contracting enterprises in the history of the world, and the progress of the work was watched with absorbing interest by every civilized nation. Had the other interests in

connection with the project been handled as skillfully and judiciously as the part operated by Mr. Slaven and his company, the canal would have been, in the judgment of Mr. Slaven, carried to a successful completion and have resulted in revolutionizing the shipping and commercial interests of many countries.

Mr. Slaven has been heavily interested in American railroads and a director in several banking and financial institutions, but of recent years has largely withdrawn from active connection with these concerns. He is president of The Chase Granite Co. Bluehill, Maine, and is the principal owner and a director in The American Union Life Insurance Co.

Mr. Slaven, who is in the prime of life, is a man of quiet and domestic tastes. He has been an extensive traveler, both at home and abroad, and there are few parts of the world which he has not visited. He speaks several languages. His career has certainly been full of unusual interest, and the great success that has attended his labors has been the result of his untiring enterprise and remarkable ability.

WILLIAM SLOANE, merchant, born in Kilmarnock, Ayrshire, Scotland, who died in this city, May 23, 1879, in his sixty-ninth year, came to America in 1834 and founded here an important mercantile house and a conspicuous and influential family. He began life modestly in the employment of a carpet firm in this city. Nine years of diligent attention to business made him a proficient merchant and enabled him to accumulate sufficient means to start a carpet house of his own in 1843 on Broadway. A few years later, he admitted his brother John to partnership, and the firm name of W. & J. Sloane, then adopted, has never since been changed. Ability, good character, great natural shrewdness and persistent enterprise brought the brothers a growing and prosperous trade. The uptown movement led them finally to No. 501 and then to No. 597 Broadway, and in 1867, they erected an excellent building at 649-655 Broadway, which they occupied. Mr. Sloane retired about 1864, but his brother carried on the business until within a few years of his death. At the time of his death, Mr. Sloane was a director and shareholder in The Bigelow Carpet Co. and in The Alexander Smith & Sons Carpet Co., two of the leading establishments in the country. He was a member of the Fifth Avenue Presbyterian Church after 1845, and during his last four years was its treasurer. He steadfastly refused to accept positions in the management of corporations, on the ground that he could not allow his name to appear, unless he were in a position to vouch for the entire management. A just man, of spotless character, he was highly esteemed. His wife survived him with five children, John, William D., Henry T. and Thomas C. Sloane, and Euphemia, wife of Edmund Coffin, jr. Mr. Sloane left \$140,000 to philanthropic objects. The old firm has in recent years become incorporated with a capital of \$3,000,000. John Sloane is president, William D. Sloane, treasurer, and Henry T. Sloane a director. Thomas C. Sloane was a member of the firm, but died June 17, 1890, leaving \$200,000 to Yale College and other institutions.

GEN. HENRY WARNER SLOCUM, lawyer, a native of Delphi, N. Y., born Sept. 24, 1826, died April 14, 1894, in Brooklyn. He was the son of Matthew B. and Mary O. Slocum and the family had originally for three generations lived in Newport, R. I. A school teacher and clerk in a post office in early life, he graduated from West Point in 1852, entered the army, and while on duty at Fort Moultrie, S. C., read law. He resigned in 1857 to practice law in Syracuse, N. Y., where he soon attained a reputation. From the manufacture of salt in that city, he gained some capital and Syracuse

gave him a seat in the Legislature in 1858. The Civil War called him to the front in 1861 as colonel of the 27th N. Y. Vols. He proved to be a gallant, fearless and able officer. Severely wounded at Bull Run, he was then promoted to be a Brigadier General and commanded a brigade under General McClellan. After the seven days' fight before Richmond, he received a commission as Major General and took part in the historic actions of South Mountain, Antietam and Gettysburgh. Later, in consequence of consolidation of the 12th Corps with another as the 20th, he was placed in command of the Department of the Mississippi at Vicksburgh. He marched into Atlanta at the head of the 20th Corps, led Sherman's left wing in the march to the sea, and commanded the army of Georgia until the end of the war. In 1865, he resigned and in 1866, after declining a colonelcy in the regular army, made his home in Brooklyn, N. Y., where he resumed the practice of his profession. He was thrice sent to Congress from Brooklyn, namely in 1868, 1870 and 1883, the last time as Congressman at large. In 1876, Mayor Schroeder appointed him president of the Department of City Works of Brooklyn. He was one of the stockholders in the Brooklyn Bridge and in 1875 entered the board of trustees of the bridge, being reappointed several times. In local corporations, he was especially active and served as president of The Cross Town Railroad of Brooklyn for several years, besides being director of The Chatham National Bank, The Williamsburgh City Fire Insurance Co., The Brooklyn City Railroad, The Hecker-Jones-Jewell Milling Co., The Coney Island & Brooklyn Railroad and The Phenix Insurance Co. By his marriage with Clara R., daughter of Israel Rice, he was the father of Henry W., Clarence R., and Florence E. Slocum. General Slocum was popular and a member of the Hamilton and Brooklyn clubs and The New England Society.

ADON SMITH, merchant, born in Troy, N. Y., June 4, 1804, died in New York city, March 23, 1874. The son of Samuel Smith and a descendant of a pioneer who came to America from Scotland in 1662 and settled near Boston, Mass., Mr. Smith was educated at the public schools and began life as a farmer. Later, he came to New York city and engaged in business as a produce merchant. Energetic, untiring and shrewd, he made his way with great success and retired a few years before his death, a man of fortune. A love of liberty, inherited from his ancestors, made him prominent and active as an abolitionist from the beginning of that movement. For many years, he was a member of the Tabernacle Congregational Church. He was also president of The Hamilton Bank of Hamilton, N. Y., from its organization until his death. He married Louisa Fuller of Troy, and left five children, Jonah D. F. Smith of Hamilton, Mrs. Dr. McMurtrie, and Adon, Harlan P. and J. Hunt Smith.

CHARLES STEWART SMITH, merchant, long senior partner in the dry goods commission firm of Smith, Hogg & Gardner, is a progressive and highly respected resident. He began life a poor boy, and by talent, industry, and honorable methods has bravely won his way to fortune, position and the highest honor in the gift of the merchants of New York, the presidency of the Chamber of Commerce.

His family, founded by English emigrants, settled in the valley of the Connecticut in early times. His mother was a daughter of the Hon. Aaron Dickinson Woodruff, of Trenton, N. J., a distinguished lawyer, for many years Attorney General of that State, and his father was a minister of the Congregational church in Exeter, N. H. In the city last named, Charles was born, March 2, 1832. He had the advantage of early training in a cultivated family of superior minds and character, and from his father learned



W. Stewart Smith

Latin and Greek. After a course at the public school and the academy, the youth at fifteen years of age taught a district school in Connecticut. Coming then to New York, he secured a place as clerk in a dry goods jobbing house. He proved industrious, learned the business thoroughly and rose rapidly. At the age of twenty-one, he was admitted to partnership in the well known house of S. B. Chittenden & Co. For several years, he lived abroad as their European buyer. His experience in Europe has proved of great value to him in later life as a man of affairs.

Returning to America, he formed the firm of Smith, Hogg & Gardner, which came by succession into the dry goods commission business of A. & A. Lawrence of Boston, and for a quarter of a century was actively and successfully identified with the wholesale dry goods trade in New York and Boston. In 1887, he retired from active labor, although retaining his interest in the firm.

Interested in public policies, though never desirous of office, Mr. Smith has labored always for the welfare of the metropolis. His ability was recognized in 1884 by his election as vice president of the Chamber of Commerce. In 1887, he became the twenty-sixth president of that influential body and was unanimously elected to the office seven times. At one time tendered a nomination to the Mayoralty of New York, he declined the honor.

An excellent financier, Mr. Smith has been prominently connected with a number of prominent corporations. He was one of the founders of The Fifth Avenue Bank and of The German American Insurance Co. He is a director in The United States Trust Co., The Fourth National Bank, The Merchants' National Bank, The Fifth Avenue Bank, The Greenwich Savings Bank, and The Equitable Life Assurance Society. He is also trustee of The Presbyterian Hospital and of the Broadway Tabernacle Church.

Mr. Smith belongs to many of the most exclusive clubs, being vice president of the Union League club and a member of the Merchants', Metropolitan, City, Law, Players', and the Century, and of The New England Society. He is highly esteemed in them all, possesses the *savoir faire* in a marked degree, and has repeatedly been called to preside at public dinners at that famous old resort, Delmonico's.

Mr. Smith owns a small but choice and well known collection of paintings, including fine examples of the old masters. He is a life member of The National Academy of Design and a trustee of The Metropolitan Museum of Art. On a recent visit to Japan, he purchased the remarkable collection of Japanese porcelains and other objects, made by Captain Brinkley during a residence of twenty-five years in Tokio, and presented them to the Metropolitan Museum.

Mr. Smith is one of the regular writers for *The North American Review*. His topics are those which would naturally be looked for from a man of affairs. They relate to emigration and public policies, and indicate close observation, sound judgment, and an ardent patriotism. He has two sons.

FRANCIS S. SMITH, publisher, born on Division street in New York city, Dec. 29, 1819, died in town, Feb. 1, 1887. Capt. Moses Rogers Smith, his father, a native of Huntington, L. I., followed the sea from the age of nineteen, became a large ship owner, married Mary Reed Wall and during the War of 1812 served as a paymaster in the Navy. Anxious to earn his own living, Francis S. Smith learned the trade of a printer, beginning in 1833 in the office of *The Albion*, a literary and political weekly,

and practiced it in the composing rooms of *The Spirit of the Times*, THE NEW YORK TRIBUNE, *The Globe*, and *The Sunday Dispatch*. Of the latter newspaper, he became a reporter and his vivid narrative style soon gained many compliments from his employer, Amor J. Williamson, and opened his own eyes to the possibility of a literary career. Promoted to an editorial chair, he wrote many poems and stories in addition to his editorials. Later, Mr. Smith became the editor of *The New York Weekly*, a paper devoted to fiction of a high order, founded in 1843 by Amor J. Williamson, as *The Weekly Universe*, and later known as *The Weekly Dispatch*. With the bookkeeper of the establishment, Francis S. Street, Mr. Smith bought the paper in 1859 for \$40,000, without payment of cash. The two men could muster scarcely \$100 in cash between them, but Mr. Williamson agreed to wait for his money until the new proprietors had earned it. Street & Smith devoted themselves with the greatest energy to their paper, Mr. Smith being the editor, and paid their debt before five years had elapsed. After 1859, especially, they met with great success, having in that year bought from Mrs. Mary J. Holmes, for their paper, the story of "Marian Grey," at an expense of \$50,000. This story increased their circulation in two months time from 11,000 to 47,000 copies a week. They were printing about 100,000 copies when the Civil War broke out. Their sales fell off during the War, but on the return of peace, a rapid expansion followed and they printed 200,000 copies a week. Circulation was promoted by securing famous writers and paying them enormous prices. The firm also printed a weekly, *Good News*, and various serial issues of books. In 1853, Mr. Smith married Mary Jелlette Duff, daughter of George C. Duff, and was the father of Francis S., George C., Ormond G. and Cora A. Smith. Mr. Smith was a devoted Christian, and his poems and stories bore the stamp of a fertile fancy and manly, charitable and sympathetic nature. His poems will be long remembered. Artless and ingenuous as a child, with many merits and few faults, a staunch friend, detesting shams and meanness, fearless for the right and an affectionate husband and father, he played well his part, and is borne in affectionate memory by a multitude of friends.

HENRY FOSTER SPAULDING, merchant, born in Brandon, Vt., April 24, 1817, died July 17, 1893, universally regretted in business and social circles in this city. He was a son of Samnel G. and Anne Grey Spaulding. Arriving in New York city at the age of fifteen, with less than \$20 of capital, he sought employment from store to store and found it in the house of Clark, Weyman & Co., importers of woolen goods. Having thus secured a foothold, he rose by unsparing labor from one position to another. About 1850, his name appeared in the title of the firm, which then became Weyman, Spaulding & Co. When the firm reorganized as Spaulding, Vail & Fuller, the clerk had at last risen to the head of a house into whose employment he had entered a poor lad. Owing to changes in the partnership, the house was known later as Spaulding, Hunt & Co., and Spaulding, Swift & Co. Mr. Spaulding was the first president of The Central Trust Co., and held the office for eight years. His salary went entirely to charity. He remained a director the rest of his life and was also a director of The Continental Insurance Co. and The Mechanics' National Bank and a member of the Chamber of Commerce and of the Committee of Seventy. The stone upon which the bronze statue of Washington stands at the Sub-Treasury building is the identical one, upon which Washington stood at his first inauguration. It was traced and rescued by Mr. Spaulding from a place in the walls of Bellevue Hospital. He was exceedingly phil-

anthropic and served as treasurer of the fund for the pedestal of Bartholdi's statue of Liberty, president of The Home for Incurables and Commissioner for Appraisal of Lands for the new Croton Aqueduct, and belonged to the Century, Manhattan, Reform, Country and Down Town clubs and New England Society, and aided in the support of the public museums of the city. In 1850, he married Rose Thompson, of Penn's Manor, Pa., who died four years afterward. Of her three children, two are living, Thomas Hunt Spaulding and Margaret Thompson, wife of Dr. J. M. Schley. In 1857, he married Miss Kate Devereux Beckwith, of Petersburg, Va.

ELIHU SPICER, shipping merchant, born in Mystic, Conn., April 13, 1826, died Feb. 15, 1893, in Brooklyn, N. Y. He was a son of Elihu Spicer, shipmaster, and Jemima Fish, his wife, both members of old Connecticut families of English descent. At the age of sixteen, the young man sailed as a cabin boy from the same pier in the East River, at which he subsequently located to engage in business, on the ship John Minturn, and at the age of twenty-four, was given command of the bark Fanny, owned by Charles Mallory and others, which sailed in the Mobile line of packets. In 1850, this bark was chartered by A. A. Low & Co., and Captain Spicer sailed in the California and China trades until 1862. Having bought an interest meanwhile in several vessels, he then left the sea to engage in the management of ships in partnership with Charles H. Mallory. During the War, he was a captain of government transports. In 1865, Mr. Mallory and he established the Galveston line of steamers as The New York & Texas Steamship Co. Of this company, Mr. Spicer was president at his death. The line was well managed and brought the owners good returns. By his marriage with Mary M., daughter of Lyman Dudley of Mystic, Conn., Captain Spicer was the father of three children, none of whom survived him. He was noted for his shrewd, keen, kindly, sensible character, his charities and public spirit. He belonged to the Oxford, Brooklyn and Hamilton clubs and New England Society of Brooklyn and the Chamber of Commerce and Produce and Maritime Exchanges of New York. He was at one time a Pilot Commissioner and a trustee of Sailors' Snug Harbor. He gave away a great deal of money, including \$30,000 to the Polytechnic Institute in Brooklyn, a \$25,000 library to Mystic, Conn., and a farm with buildings at Groton, Conn., for the Indigent Poor. Various other sums were granted to public objects by his will.

PAUL SPOFFORD, merchant, son of Joseph and Mary Chaplin Spofford, farmers, born in Georgetown, Mass., Feb. 18, 1792, died at Elmwood, his country home, Oct. 28, 1869. John Spofford, his first American ancestor, a descendant in the twenty-first generation from Gamelbar de Spofford, whose estates in England were confiscated by William the Conqueror, occupied a farm in Massachusetts, a part of which has been owned by the family for 250 years. Paul Spofford began life as a clerk in Haverhill, Mass., and in 1818, with his friend, Thomas Tileston, an editor of the same place, came to New York and established the commission house of Spofford & Tileston. The export of domestic manufactures to Cuba brought them almost immediately an import trade in coffee, sugar, etc., and resulted, first, in their employment of the vessels of other merchants and next in the possession of several of their own. The firm sold large quantities of cotton from the Southern States and in 1846 launched the steamship Southerner, which they employed in the trade with Charleston, adding the Northerner and two other steamers to the line soon afterward. This was the first successful venture with an American line of ocean steamers. In 1848, they bought the Liverpool

packets Roscius, Garrick, Siddons and Sheridan and increased the fleet by the addition of the Webster, Henry Clay, Calhoun, Orient and other large and handsome clippers. The firm had now become one of the most influential shipping houses of this port. When gold was discovered in California, they were among the first to send their ships and an agent to San Francisco, and during the Civil War they established a steamship line to New Orleans. During the War, their steamship Nashville was captured by the Confederates. Mr. Spofford was an energetic man, keen in judgment, quick in movement, slow of speech, but telling in repartee. Closely devoted to his business and always opposed to taking part in public life, he was a member of the Chamber of Commerce and director of several financial corporations. His wife, a daughter and five sons survived him.

COL. NATHAN TURNER SPRAGUE, banker, born in Mount Holly, Vt., June 22, 1828, is the son of a father of the same name, a merchant, bank president, and long a member of the Vermont Legislature. The family descends from William Sprague, who came from Dorsetshire, England, to Salem, Mass., in 1629. At the age of eighteen, young Mr. Sprague took charge of a general country store in Brandon, Vt., but abandoned mercantile business in 1851, and for five years from 1852 devoted himself to farming. Then he returned to Brandon to aid his father in the management of the latter's property, but continued to farm and maintained his interest in agriculture, being president of the Brandon Farmers' & Mechanics' club for nine years and of The Vermont Merino Sheep Breeders' Association five years. In 1864, he helped organize The First National Bank of Brandon. In 1867, he succeeded his father as its president and holds the office down to the present time. In 1870, he took part with H. H. Baxter and others in organizing The Baxter National Bank in Rutland, and held a seat in the directorate for twelve years. For ten years after 1867, he was the successful president of The Brandon Manufacturing Co., now known as The Howe Scale Co., and was for a time president of The Northwest & Florida Railroad, whose shares doubled in value under his management. Colonel Sprague's financial undertakings having brought him constantly to the metropolis, he finally became a resident, and in 1883 established The Sprague National Bank of Brooklyn, of which he is president, and in 1886 The City Savings Bank of Brooklyn. He now divides his time about equally between Brooklyn and Brandon, Vt., having a home in each city. He owns real estate in Brooklyn, is a member of the Chamber of Commerce in New York, president of The East Greenwich, R. I., Water Supply Co., and interested in the water company which supplies Patchogue, Sayville, Islip, Bay Shore and Bayport with water, and in several other companies of this class. He has been a member of the Vermont Legislature for several terms, was elected a State Senator in 1872, and has been a colonel on the Vermont military staff. Colonel Sprague has been thrice married, first on Nov. 1, 1849, to Minerva M. Hull of Wallingford, Vt., who died in 1856 leaving one daughter; then to Melinda J. Evans of Springfield, O., in October, 1857, who died Jan. 28, 1885, leaving one son. Colonel Sprague's present wife is Miss Elizabeth Harrison.

JOHN HENRY STARIN, proprietor of Starin's City, River & Harbor Transportation Co., was born in Sammonsville, N. Y., Aug. 27, 1825. Nicholas Starin (or Stern, as he spelled his name), who founded the family in America, an emigrant from Germany in 1720, settled in the Mohawk valley upon the German Flats. Ten of his lineal descendants fought in the American Revolution under Washington. Myndert

Starin, father of John H. Starin, born in Glen, Montgomery county, in 1786, an enterprising man, built the factories which formed the nucleus of the village of Sammons-ville, and, later, laid out and established Fultonville, now one of the most charming places of residence in the State. His wife Rachel, whom he married in 1810, was a daughter of Maj. Thomas Sammons of Johnstown, N. Y. The Sammons family supplied many soldiers for the War for Independence. The subject of this biography left the Esperance Academy in Schoharie county to study medicine under Dr. C. C. Yates of Albany, but his tastes tended in a different direction and he finally accepted a clerkship in the drug store of his brother Delancy at Fultonville. He was postmaster of the village 1848-52. In 1856, he came to New York city and began the manufacture of medicines and toilet articles, and next conceived a general agency in New York to solicit freight for the trunk lines. This innovation was welcomed by the railroad managers, and Mr. Starin succeeded so well therein, that he soon sold his drug business and devoted himself to freighting and harbor transportation. By re-investment of his earnings, Mr. Starin gradually came into the possession of a fleet of harbor and river vessels, now second in extent probably to no other in the world. It includes steam tugs, passenger steam-boats, propellers, lighters, barges, floats, grain boats and other vessels. His fleet of excursion boats is operated in conjunction with several parks and picnic grounds on the Hudson river and Long Island Sound, which are under his control. To maintain his fleet, Mr. Starin has established a ship yard, dry dock and iron works on Staten Island. He has retained a home at Fultonville, N. Y., with an observatory, a farm of about 800 acres, and a stock raising establishment. The district in which Fultonville is situated sent him to Congress as a Republican in 1876 and 1878. In New York city, he has long served on the Rapid Transit Commission, and is conspicuous by reason of opposition to schemes in the interest of the elevated railroad monopoly. Mr. Starin's liberality is well known. Every summer, he gives free excursions to veterans of the late War, to newsboys and bootblacks, and to other classes of the population, and his private acts of generosity are numerous. He is a member of the Lawyers', Down Town, New York Athletic and New York Yacht clubs, New England and Holland Societies, and The Sons of the American Revolution, and helps support the public museums of the city.

WILLIAM STEINWAY, a man of marked ability and purity of character, and president of the old house of Steinway & Son, is one of the best known, most useful and most highly respected citizens of New York. He was born in Seesen, near the city of Brunswick, Germany, March 5, 1836, and came from a family of good reputation, some of whose members had served their country with distinction as soldiers and magistrates. His father, Henry Engelhard Steinway, was a prosperous piano manufacturer of Seesen. William was educated at the excellent and thorough schools of his native town, finishing at the celebrated Jacobsohn High School. At the age of fourteen, he was proficient in English and French as well as in German and had already begun to display remarkable aptitude for music, a trait which, in practical America, is often a token of weakness in a busy man, but with him was an indication of genius. At fourteen, he could play the most difficult compositions upon the piano, and his unerring ear enabled him to tune the instrument perfectly.

His father, Henry E. Steinway, a successful artisan and manufacturer of pianos in Seesen, a man of active mind and extended reading, was awake to opportunities, and he conceived the idea of transferring his business to the new world. In 1849, he sent



William Steinway

his second son, Charles, to the United States to investigate. Charles returned with a favorable report. After full consideration, Mr. Steinway removed his business and his family to New York city, leaving his oldest son, C. F. Theodore Steinway, to succeed him in the business in Seesen. They reached New York, June 9, 1850, and became residents of a city in which they were destined to win fortune and a world wide renown. William Steinway, then fourteen years of age, was offered the choice of a trade or an education as a musician. He preferred the former and was apprenticed to William Nunns & Co., of 88 Walker street. March 5, 1853, his seventeenth birthday, he joined his father and his brothers, Charles and Henry, in founding the house of Steinway & Sons.

Father and sons had sufficient capital to manufacture on an extended scale, but they wisely began in a small way in a rear building on Varick street, rented for the purpose. Many cultivated people then thought no piano good which was not imported from Europe. With four or five workmen, the Steinways built one square piano a week, father and sons taking part, as artisans, in their production. William made the sounding boards. Their pianos soon attracted the attention of musicians and the public, and the beauty, power and fine workmanship shown in the instruments were recognized at once. The Steinway pianos conquered their way by their own indisputable merits, and the demand for them rapidly increased. More extensive quarters soon became necessary and were engaged in 1854 at No. 88 Walker street. Mr. Nunns had failed and the Steinways rented the quarters he had occupied. It may be said here that William Steinway lost \$300 by Mr. Nunns' failure. He forgave the debt, however, and through affection and respect even assisted Mr. Nunns with monthly contributions until the latter's death about 1864, at the age of eighty, thus early in life displaying the largeness of heart and generosity of character, which have always been conspicuous traits.

The growing magnitude of the business now compelled father and sons to resign the fascinating work at the bench and to devote their whole attention to the general management of the affairs of the rising house. It fell to the lot of William Steinway to conduct the mercantile and financial affairs of the firm; and he brought to his department an ability and force which insured the continual triumphant growth of the business. In 1859, the Steinways built their present factory on Fourth avenue from 52d to 53d street, taking possession in April, 1860. In March, 1865, Charles and Henry, jr., died; and Theodore, giving up the flourishing business in Brunswick, Germany, came to New York and became a partner in the New York house. In 1866, the firm began the construction of the large marble building, known as Steinway Hall, on 14th street, to be used as headquarters offices for the firm and containing a large Music Hall, which, until 1890, when the space was rebuilt for their growing business, was famous in musical annals.

The Steinway pianos soon began to challenge the attention of the world. After being awarded thirty-five American medals, they won a first prize medal at the World's Fair in London in 1862. In 1867, at the Paris Exposition, they won the first of the grand gold medals of honor for their square, upright and perfect grand pianos, after a close and exciting contest with the best makers of Europe. This was a remarkable success; and the Steinway system of construction thereupon became the standard with the piano makers of the world. Not only did large orders for Steinway pianos but distinguished honors now pour in upon the firm from all quarters. The Steinways

became successively the court piano manufacturers to the Queen of England, the Queen of Spain, the Emperor of Germany, the Prince and Princess of Wales and the Queen of Italy. Illustrious composers and artists bought and used their instruments, including Liszt, Wagner, Helmholtz, Rubinstein, Paderewski, Theodore Thomas, Patti, Gerster, Joseffy and others. The public of America were conquered, and the firm prospered in fortune and in reputation with each succeeding year.

The completion of piano No. 25,000, made for the Czarowitz of Russia, was celebrated by the firm and its one thousand workmen, May 4, 1872. Piano No. 50,000, believed to be the finest grand ever produced by the house up to that time, was bought by Baron Nathaniel de Rothschild of Vienna, and dispatched by the Hamburg steamer Bohemia, Sept. 15, 1883.

Henry E. Steinway died in 1871, at the age of seventy-four, and Albert Steinway, the youngest son, died in 1877. The firm have, however, admitted the grandsons of the founders to membership, one after the other, and have always retained the time-honored name of Steinway & Sons. C. F. Theodore died in 1889, and William now remains alone at the head of the house.

In 1872, the firm were compelled to establish additional works in Steinway, Astoria, for the constant open air and kiln drying of 7,000,000 feet of the finest lumber for the cases of their pianos, and for making each grand piano case of bent wood of one continuous length, as also the vibrating parts of each. Model houses have since been erected with good ventilation, pure water, perfect drainage and gas. Always high minded and public spirited in the treatment of their men, the firm built a public school for one thousand children in Long Island City in 1877 and have maintained, at their own expense, in addition to the English course of instruction, which is furnished by the city, a teacher for free tuition in the German language and music. There are also a free circulating library and a model free kindergarten. In 1881, a public bath was built at the expense of the firm at Steinway, Long Island City, with fifty dressing rooms, and, surrounding the same, a fine park was opened, with a fountain of drinking water, the whole lighted by gas. The Protestant Union Church there has also been endowed by the firm and presented with the cathedral organ from Steinway Hall.

Besides his educational benefactions at Steinway, Long Island City, William Steinway has, by his influence and pecuniary assistance, made it possible for many young people of both sexes to enjoy a thorough musical training. In his native town of Seesen, he has founded six annual prizes for the best three male and three female students, and pays the annual school money for the children of no less than seventy-five parents. He has also presented that city with a lovely park, which the grateful inhabitants, by official vote, call "Steinway Park," besides making William Steinway an honorary citizen.

William Steinway has also, in 1894, founded two annual prizes, gold watches of \$75 value each, one to be awarded to the most proficient student in German, and the other to the student showing the greatest progress in the same language. He has also founded two annual prizes of \$30 and \$20 at St. Paul's School, in Garden City, Long Island. Besides a number of charitable societies, he is also assisting schools and libraries with annual contributions in money and has presented many educational institutes with piano fortes.

The relations between Mr. Steinway and his great army of employés are pleasant

and harmonious. The mechanics are all highly skilled and intelligent, and they appreciate the fatherly care which he bestows upon them and their families.

It is an important and striking fact that the success of the Steinways has put an end completely to the importation of pianos to America. It is also a remarkable fact that seventy per cent. of the pianos now exported to Europe are made by the Steinways. The house has created a large foreign trade, and is compelled to maintain warehouses in London, Hamburg and other European cities.

It would fill a goodly sized book to mention and describe the many honors and distinctions, which have been showered upon William Steinway in person. Want of space prevents the mention of more than a few of them.

In 1867, after the close of the Paris Exposition, William Steinway and his brother, C. F. Theodore Steinway, were unanimously elected members of the Royal Prussian Academy of Fine Arts at Berlin, Germany.

In the same year, the Grand Gold Medal was bestowed upon William by His Majesty, King Charles of Sweden, accompanied by an autograph letter of Prince Oscar of Sweden, now King.

June 12, 1892, Emperor William II. of Germany, appointed William Steinway piano forte manufacturer for the imperial court of Germany. During a pleasure trip abroad, an audience was granted to him by the Emperor and Empress of Germany, in the marble palace in Potsdam, Sept. 11, 1892. The Emperor presented Mr. Steinway with his portrait and the imperial autograph, "Wilhelm, German Emperor and King of Prussia, Marble Palais, 11-IX, 1892," written in the presence of his guest. The Empress also wrote him an autograph letter, thanking him for his gift to the Emperor William I. Memorial Church building at Berlin. This honor was followed, June 12, 1893, by the bestowal upon him by the Emperor of the Order of the Red Eagle, third class, the highest distinction ever conferred upon a manufacturer.

In April, 1894, William Steinway was elected Member of the Royal Italian Academy of St. Cecilia of Rome, the oldest and most renowned academy in the Old World, having been founded by Palestrina, the celebrated composer, in 1584. The diploma of membership is in itself a work of art.

Mr. Steinway has prospered in his individual fortune with the growth of the great house, which he has done so much to establish. But he has never been so closely identified with practical business affairs as to be oblivious to the public interests of the city and country in which he became a resident June 9, 1850. Always a lover and a patron of the fine arts, he has also taken an active and successful part in public affairs. In 1871, he was an active member of the Committee of Seventy, appointed by the citizens of New York, to bring to justice the Tammany ring, which had robbed the city of millions of money. The magnificent success of the prosecutions of William M. Tweed and his associates is now a part of the permanent history of New York city.

Oct. 29, 1886, Mr. Steinway presided at an immense meeting of citizens at Cooper Institute, which endorsed the nomination of Abram S. Hewitt for Mayor. He made a fine address and conducted the meeting with great tact and success. The triumphant election of Mr. Hewitt crowned its efforts.

In 1888, he was the member of the Democratic National Committee of the United States, representing the State of New York, and a delegate to the convention which nominated Mr. Cleveland for a second term.

In February, 1889, under his guidance as president, a large fair was held at the American Institute for the benefit of the German Hospital. This enterprise was a most unprecedented success. The receipts were \$118,000, and the net profits \$112,000.

In February, 1890, he was one of the committee of the citizens of New York appointed to secure the World's Fair of 1893 for New York city. At a meeting at the City Hall, he opened the subscription list for a fund to secure the Fair with a subscription for \$50,000. When Congress finally decided that the Fair should be held in Chicago, his patriotism and liberality were exhibited by a subscription of \$25,000, which he subsequently paid, toward the success of the great exhibition there.

Oct. 27, 1892, Mr. Steinway presided at the immense mass meeting of German Americans at Cooper Institute, Grover Cleveland, Carl Schurz, Oswald Ottendorfer and Dr. Joseph Senner being the other speakers. Upwards of 20,000 people were assembled. Mr. Steinway's speech was reported in full all over the United States and in synopsis cabled to Europe.

In the Presidential election of 1892, Mr. Steinway was one of the Democratic electors for the State of New York; and he was unanimously elected president of the Electoral College at the capitol at Albany, when it met Jan. 9, 1893, to cast the vote of the State of New York for President of the United States. His activity, influence and ability were recognized by President Cleveland by the offer of a number of important Federal offices, which, however, he preferred not to accept.

Of the grand Music Festival in New York, at Madison Square Garden, June 24-28, 1894, he was the honorary president, and on June 23 made a splendid opening address, and introduced Gov. Flower and Mayor Gilroy to the audience.

As Rapid Transit Commissioner of the city of New York, the name of Mr. Steinway has been on every tongue in this population of nearly 2,000,000 souls for several years. The problem the Commissioners have been called upon to solve is one of the utmost public importance. It is a difficult problem. A number of rival interests have presented conflicting propositions. Patient, far seeing and patriotic, Mr. Steinway has given to them all a profound and willing study. The labors of the Commission are far from being ended; but it is, meanwhile, the verdict of the public, that the Commission has been the gainer by the uprightness, ability and discretion which Mr. Steinway has shown in its counsels.

In the new Rapid Transit act, which became a law May 22, 1894, among other things abolishing the old Commission. Mr. Steinway was unanimously reappointed by the Legislature as a member of the new Commission.

Mr. Steinway has been twice married. He lost his first wife by death in 1876. His second wife, Elizabeth C. Ranft, died March 4, 1893, while he was himself confined to his bed by a severe illness. His married life has been a happy one. His children are George A. Steinway; Paula, wife of Louis von Bernuth; William R., Theodore E. and Maud S. Steinway.

A man of strong financial standing and of varied talents, his activities in the business world have not been confined to the labors of Steinway & Sons. He was one of the founders of The Bank of the Metropolis, and is now a director. He is also vice president of The German Savings Bank, New York, and The Queens County Bank of Long Island City, a director in The Steinway Railroad Co. of Long Island City and The New York & College Point Ferry Co. He is also president of The New York

Pianoforte Manufacturers' Society. His social standing is illustrated by his membership in the Manhattan club; the Liederkrantz Society, of which he has been twelve times president; the Arion, of which he is an honorary member; The American Geographical Society, and the Royal Academy of Fine Arts of Berlin. More than a dozen musical societies have elected him an honorary member.

A sound, enterprising, clear-headed, benevolent and versatile man, and a ready speaker in both English and German, the metropolis is constantly the gainer by his remarkable abilities.

PARAN STEVENS, hotel man, born in Claremont, N. H., in 1803, died in New York city, April 25, 1872. Modest circumstances compelled Mr. Stevens to rely upon himself from early youth, and discipline and natural gifts made him shrewd, sensible, practical and energetic. Having learned the hotel business in Boston, he acquired control of the Revere House there and conducted it successfully, and then extended his enterprise to the management of the Tremont House in Boston, the Continental Hotel in Philadelphia and the Battle House in Mobile, Ala. In 1858, with associates, he leased the Fifth Avenue Hotel in New York city and from this fashionable and successful house derived a large income for many years. New York became his permanent home after 1862, and he purchased the residence at No. 244 Fifth avenue, which afterward became one of the centres of the fashionable life of the city. As he accumulated means, he invested them mainly in real estate. One of the first to adopt the fire proof plan of construction, he built shortly before his death the Fifth Avenue apartments on 22d street, from Fifth avenue to Broadway, which were notable for beauty and solidity. This building took the name afterward of the Stevens Apartment House and later of the Victoria Hotel. He also owned a large amount of other city real estate as well as property in Lowell, Mass., and a house in Newport. He was a liberal man, refined in tastes, a patron of art and a kind and genial gentleman. At his death, he gave \$40,000 to Claremont, N. H., for a Stevens High School. Mr. Stevens was twice married. His first wife died while he was yet a young man and left one daughter, Ellen, wife of John Lowell Melcher. A few years later, he married Miss Marietta Reed of Lowell, who survived him for many years, dying in New York, April 3, 1895, after a long and eventful life. She made her home the scene of many fashionable entertainments and had become a leader in social life. Her two children were a son, Henry Leiden Stevens, and a daughter, Mary Fiske, who married Col. Arthur H. F. Paget of England.

DAVID STEVENSON, brewer, born in New York city, Aug. 2, 1846, died at No. 7 East 26th street, Oct. 6, 1892. He grew up in the Ninth Ward and at an early age went to work in his father's brewery at 39th and 40th streets and Tenth avenue. On the death of his father, he became sole heir of the property and managed the brewery with great success the rest of his life. He owned a malt house in Oswego, and produced about 175,000 barrels of beer annually. He was one of the founders of The Mutual Bank and its president from its organization in June, 1890, until his death. He was also a trustee of The Excelsior Savings Bank and a member of the Manhattan, Phoenix and Lotos clubs. Mr. Stevenson invested his savings largely in real estate, especially on and near West 59th street. He left a widow, Sewanee M., and several young children.

ALEXANDER TURNEY STEWART, merchant, in his day one of the richest men in New York city, born Oct. 12, 1803, in Lisburn, near Belfast, Ireland, died in New

York city, April 10, 1876. While of Irish birth, he descended from Scottish ancestry. Left an orphan before the age of eight by the death of both his parents, he lost his other near relatives also before he left Trinity College in Belfast at the age of twenty. The lonely young man then emigrated to America, arriving in New York in 1823. Being entirely without experience in business, he began life as teacher in a private school in Roosevelt street. At the end of the year, he spent his vacation in Ireland, obtained a small inheritance, and returned to New York in 1825 with a carefully selected stock of Belfast laces, opening a store at 283 Broadway at a rental of \$250 a year, Sept. 2, 1825. Success came to Mr. Stewart from the first as a consequence of his indefatigable labor and his keenness as a merchant. In 1826, he moved to a larger store at No. 262 Broadway and shortly afterward to No. 257 Broadway. From the start, he established the rule of fair but invariable prices and made a great hit therewith.

In 1848, having gained a fortune, he built the handsome marble store at the corner of Broadway and Chambers and Reade streets. This was the most notable building in the city at the time and proved a tremendous advertisement for him. Mr. Stewart was a large importer of the finest qualities of foreign goods and gradually added an extensive wholesale business to his operations. In 1862, the center of retail trade having moved up town, Mr. Stewart completed a retail store on the site bounded by Broadway, Fourth avenue, 9th and 10th streets, at a cost of nearly \$2,750,000 and this magnificent building for many years ranked as one of the finest retail stores in the world. After this time, Mr. Stewart was perhaps the wealthiest and most influential merchant in the country. He established branch stores, warehouses or mills in all of the principal trade centers of the world and for many years until his death carried on an enormous and profitable business. In his later years, he invested large sums in business and residence property in the city and owned the Grand Union Hotel in Saratoga Springs. His marble mansion on Fifth avenue at 34th street, considered a wonder in its day, was adorned with one of the finest art collections in the country.

During the Civil War, he was a supporter of the Union and an admirer of General Grant. In 1867, he went to the Paris Exposition as chairman of the United States Commission. This was the only public office he ever held. He was nominated in 1869 by President Grant for Secretary of the Treasury, but declined the office, because of the law prohibiting an importer in active business from holding that position. In his public charities he was always liberal. At the time of the Irish famine in 1846, he chartered a ship and sent it to Ireland loaded with provisions, bringing back a cargo of selected emigrants, for most of whom he had provided situations before they reached New York. After the Franco-German war, he sent a cargo of 3,800 barrels of flour to the sufferers in the manufacturing districts of France. He gave \$50,000 for the relief of the sufferers in Chicago, after the great fire, and in many other ways displayed the philanthropy of his nature. Shortly before his death, he built the iron building on Fourth avenue, now known as the Park Avenue Hotel, which he designed originally as a home for working women, and he expended large sums of money in purchasing the land and developing the village of Garden City on Long Island, which he designed for the benefit of the working classes. Here he built schools and other structures. The village has since become a place of residence for the prosperous. In early life he married Cornelia, daughter of Jacob Clinch. His wife survived him, without children.

JOHN AIKMAN STEWART, banker, was born in Fulton street, New York city, Aug. 22, 1822. John Stewart, his father, a native of Lewis Island, in the Hebrides, and descendant of the famous Highland clan of Stewart, emigrated from Stornaway to the new world, in 1815, worked for a while as a ship carpenter and then established himself in business. He died in 1849, at the age of fifty-eight. John A. Stewart graduated from Columbia College in 1840 in the literary and scientific course and found occupation in an engineering corps, engaged in building The New York & Lake Erie Railroad. In 1842, he was appointed clerk of the Board of Education and remained in this position until 1850. After three years' service as actuary of The United States Life Insurance Co., Mr. Stewart resigned in 1853 and devoted himself to organizing The United States Trust Co., which he has since made a sound, conservative and influential corporation. A charter was secured from the Legislature largely through Mr. Stewart's labors and he became secretary of the company. Well fitted for this position, he devoted himself with fidelity and great energy to the operations of his company and became known as a careful and successful financier during his eleven years in this position. Thrice urged to accept appointment as Assistant Treasurer of the United States, Mr. Stewart complied in June, 1864, at the sacrifice of personal interests, solely as a patriotic duty, and had the satisfaction of being able to perform public services of value. After the War, Mr. Stewart felt anxious to return to his former occupation. At this time, Joseph Lawrence, president of The United States Trust Co., having resigned his office on account of age and impaired health, Mr. Stewart was in 1865 unanimously elected to the place and thereupon withdrew from public life. He has remained at the head of the institution down to the present time. He is a director of The Equitable Life Assurance Society, The Merchants' National Bank, The Greenwich Savings Bank, The London & Liverpool & Globe Insurance Co., The Bank of New Amsterdam and The Delaware & Hudson Canal Co., and a vice president of the Chamber of Commerce. His interest in religion and education, a marked trait, has led him into the directorate of The New York Eye & Ear Infirmary and he is a trustee of The John F. Slater Fund, The Brick Presbyterian Church, and Princeton College. His clubs are the Metropolitan, Union League, Lawyers' and Riding. In May, 1845, Mr. Stewart was married to Sarah Youle Johnson of New York. To them were born William A. W. and John A. Stewart; Mary, wife of George S. Sheffield; Emily S., wife of Robert Waller, and a child who died in infancy. Mr. Stewart was married again in 1894 to Mary Olivia Capron of Baltimore.

JAMES STILLMAN, merchant, a native of Brownsville, Texas, was born June 9, 1850, during a temporary stay of his parents in that city. He traces his line to George Stillman, who, born in London in 1654, came to Hadley, Mass., removing later to Wethersfield, Conn. His maternal ancestor, John Goodrich of Bury St. Edmonds, Suffolk county, England, emigrated to Wethersfield, Conn., in 1640. All four of his great grandfathers fought for Independence in the War of the American Revolution, two as officers, and his father, George G. Stillman, made a fortune as a merchant and operator in Southern railroads. Mr. Stillman's youth was spent in Hartford, Conn., and at a private school in Sing Sing, N. Y. In 1871, he joined the firm of Smith, Woodward & Stillman, commission cotton merchants in this city, and in 1873, their successors, Woodward & Stillman. Mr. Stillman is now the senior partner. He has been successful as a merchant, and now has various additional interests, being president of

The National City Bank and director of The United States Trust Co., The Farmers' Loan & Trust Co., The New York Security & Trust Co., The Hanover National Bank, The Delaware, Lackawanna & Western Railroad, The Consolidated Gas Co., and The Queen Insurance Co. He is also a member of the Chamber of Commerce and Cotton Exchange, and the Union, Metropolitan, Century, Union League, Manhattan, Reform, New York Yacht, Seawanhaka Corinthian Yacht, Eastern Yacht, St. Augustine Yacht, Jekyl Island and Storm King clubs, The New York Historical Society, and the Metropolitan club of Washington.

GEORGE WASHINGTON STOCKLY, retired manufacturer, born in Cleveland, O., Dec. 20, 1843, is a son of the late John Galt Stockly and a descendant of John Stockly, who came from England and settled in Virginia in 1609 at the first occupation by John Smith. Ayres Stockly of this family settled in Philadelphia about 1783, where John G. Stockly was born in 1799, the latter going to Cleveland in 1838 and dying there in 1863. The subject of this sketch left the public schools of Cleveland to spend five years in the law office of Willey & Cary and in the transportation business in Cleveland. For seven years, he served as teller of The Commercial National Bank. In 1873, he gave up banking to undertake the management of The Telegraph Supply & Manufacturing Co., of which afterward he became president. In 1876, Mr. Stockly called the attention of Charles F. Brush to the subject of illumination and subsequently arranged with him to undertake the production of a system of electric arc lighting. The first Brush plant was made and tested in the factory and at the expense of The Telegraph Supply Co., and an arrangement was made whereby the company took active control of the business under the Brush patents, paying Mr. Brush a royalty. During the next fourteen years, The Brush Electric Co., which succeeded The Telegraph Supply Co., with Mr. Stockly as president and manager, achieved immense success as pioneers of public electric lighting. During 1880-90, the profits exceeded \$2,000,000 in cash. In 1890, the proprietors sold the entire stock of the concern to The Thomson-Houston Electric Co., of Massachusetts, for about \$3,000,000 in cash. The business has since been merged in The General Electric Co., of New York. Mr. Stockly was probably the first man of business to appreciate the importance of the telephone. Long before the first practicable instrument was publicly exhibited, he applied to Gardiner G. Hubbard for and obtained control of the business in Ohio and Indiana. He introduced the telephone in Ohio and built and operated the first telephone exchange in the country. The Brush Electric Co. was also a pioneer in electric railways, and built the first experimental line in Cleveland. There are now over a thousand such railways in the country, representing an investment of about \$600,000,000. In 1890, Mr. Stockly retired from business and removed to Lakewood, N. J. Of too active a nature to remain idle, he has latterly resumed business in New York city. He is a member of the Lotos club here, The Society of Mechanical Engineers and The Society of Electrical Engineers.

JAMES STOKES, merchant, born at No. 45 Wall street, New York city, Jan. 31, 1804, died at his home on Orange Mountain, N. J., Aug. 1, 1881. His father, Thomas Stokes, a wealthy merchant in England and founder of The London Missionary Society, emigrated to America in 1803, coming in his own ship. He settled in New York city, led a quiet life for many years, and lost the greater part of his fortune by lending money on bad security. Later, he opened a clothing store on Broadway and took his son James into partnership. About 1837, James Stokes married Caroline Phelps, a

daughter of Anson G. Phelps, senior partner in Phelps, Dodge & Co., metal importers, and about a year later became a member of the firm. In 1879, he withdrew to form the banking house of Phelps, Stokes & Co., the firm consisting of Isaac N. Phelps, James Stokes, Anson Phelps Stokes, and Frederic P. Olcott. He was a man of marked ability and energy and prospered in all his business transactions. Public life never tempted him from the field of practical pursuits and in 1857 he declined the nomination for Mayor on the Democratic ticket. He was at first a strong Whig and afterward a Democrat. With Peter Cooper and other citizens, he did much to promote the old Public School Society. In religion at first a Baptist, he afterward became a Presbyterian. The charities of the city and of the religious body to which he belonged, received from Mr. Stokes liberal gifts. He was at one time president of The Ansonia Brass & Copper Co., and The Ansonia Clock Co., and had an interest in several other firms, being also director of The Liberty Insurance Co., and The Mercantile Trust Co. He had a house in Ansonia, several stores in the lower part of the city and lands in Michigan and Pennsylvania. His wife survived him with seven children, Anson G. Phelps Stokes, James Stokes, jr., Col. Thomas Stokes and William E. Dodge Stokes; Dora, now deceased, wife of Henry Dale, and Caroline Phelps and Olivia Stokes. There were numerous bequests to charity in his will.—His son, **WILLIAM EARL DODGE STOKES**, realty owner, born Jan. 5, 1884, descends through the maternal line from Lieut. Thomas Phelps of the Continental army in the American Revolution. Graduating from Yale College in 1874, Mr. Stokes received his first training as a clerk in the New York branch of The Canadian Bank. He was then admitted to the counting room of Phelps, Stokes & Co., and later to partnership, remaining a member until the house retired from Wall street and went into liquidation. Mr. Stokes was born to fortune and prepared himself carefully for the responsibilities which were to fall upon him. A large property came into his possession in due time by devise from his father and mother. He has shown ability in its management and made a fortune for himself by aiding to develop that now attractive part of the city lying west of Central Park. When city lots in that region ranged in value from \$4,000 to \$5,000 each, he bought largely and has since built many residences for rental to substantial residents. Property in that part of the city has more than tripled in value since he began operations. Mr. Stokes was among those who labored for the location of the World's Fair in 1893 in New York city and was secretary of the local Committee on Organization and Site. He helps sustain the great public museums of the city, and is the father of the plan of introducing asphalt pavements to this metropolis. Jan. 3, 1895, Mr. Stokes was married to Miss Rita Hernandez De Alba De Acosta, daughter of Ricardo De Acosta. He is a man of cultivated tastes and courteous manners and a number of the best clubs have been glad to admit him to membership, including the Union League, Manhattan, Colonial, Country, St. Nicholas, New York Yacht, Meadow Brook, Seawanhaka Corinthian Yacht, Down Town and Lawyers'. He is also a member of The Sons of the Revolution and The New England Society.

AUGUSTUS STORRS, merchant, born in Mansfield, Conn., June 4, 1819, died at Oak Grove Farm, Mansfield, March 3, 1892. Early in life, he became a merchant and carried on business in Mansfield, Willimantic and Hartford, Conn., until 1851, when he removed to Brooklyn, N. Y. Shortly afterward, in 1854, he united with his brothers, Charles and Royal O. Storrs, under the firm name of Storrs Bro's, to carry

on a commission business in staple American goods in New York city. This business was conducted by him and his brother Charles, under the same firm name for twenty-five years, with excellent and enlarging success. Agriculture awoke in Mr. Storrs an enthusiastic interest and led him to purchase and cultivate the old homestead at Mansfield, Conn., comprising over 500 acres. The Storrs Agricultural School at that place, which owes its foundation to him and to his brother Charles, lies just north of this farm, its lands adjoining; and his well managed country home showed its students what care and tillage would do for Connecticut fields. Soon after coming to Brooklyn, Mr. Storrs united with Plymouth Church, of which for many years he was treasurer and a trustee, being an intimate and trusted friend of Henry Ward Beecher. He also contributed liberally to the church at Mansfield. He left one daughter, Mrs. Marie A. Storrs Valentine, wife of Benjamin Eyre Valentine. Their home is in Brooklyn.

CHARLES STORRS, merchant, born in Mansfield, Conn., Jan. 24, 1822, died in Brooklyn, Sept. 1, 1884. He was the son of Royal Storrs, a hard working farmer, and gained what little schooling he could in the intervals of farm work. For one or two winters, he taught school himself. In 1842, six months before he was of age, he obtained a substitute to take his place on the farm, and, without a dollar of capital, engaged in the sale of American made sewing silk on commission, his native town of Mansfield being then one of the chief places of its manufacture. He was so engaged for three years, and his success in this venture laid the foundation of a subsequent large fortune. Removing to Hartford, Conn., he became agent for a large manufacturing and commission house, and in 1850, transferred his residence to Brooklyn, retaining the agency. The firm made him a partner in 1853, but the panic of 1854 overwhelmed the house, whereupon Mr. Storrs assumed its liabilities of over \$300,000, and paid them in full. In December, 1854, he began business for himself as a commission merchant, forming a partnership with his brothers, Augustus and Royal O., under the firm name of Storrs Bro's. The latter remained in the firm only a short time, but the others continued a large and profitable business, with Charles Storrs as the active head, until 1879. Then, his health having become impaired by the many years of active work, Mr. Storrs retired from business. A warm friendship existed between Horace Greeley and the subject of this memoir, and when the former died, Mr. Storrs was one of his executors and helped settle the complicated estate. He was a man of cultivation and charity and great nobility of character. His home in Brooklyn was a storehouse of rare works of art and literature, and his library, one of the finest in the city, became a favorite resort for literary men. He gave to the State of Connecticut an endowment fund, which his brother Augustus supplemented with lands and buildings, to establish and maintain the Storrs Agricultural School in Mansfield, his native town. July 4, 1844, he married Miss Maryett M. Cook of Coventry, Conn., who, with one daughter, Sarah Maria, wife of David Choate Proctor of Henniker, N. H., survived him.

RUFUS STORY, merchant, born in Milan, Dutchess county, N. Y., Feb. 6, 1813, died at his home at Bergen Point, N. J., Oct. 6, 1887. When a boy of thirteen, Mr. Story came to New York city and entered a grocery house as a clerk and in a very short time engaged in the grocery business for himself, later giving his attention mainly to the trade in pepper and spices. His energy made him one of the leading merchants of the city. Judicious purchases of real estate which he made proved for him a profitable investment. He was a director of The Broadway National Bank,

and conspicuous in a test lawsuit against The Manhattan Elevated Railway, brought in consequence of the elevated roadway shutting out the light from his buildings. The case was carried through several courts and finally won by Mr Story. Although never in politics, Mr. Story was always ready to uphold the cause of good government. He was twice married, first to Eliza Rue and later to Ursula Ayres. Four daughters survive him, Mary Elizabeth, wife of the late Walter B. Palmer, and Emily Louise, wife of John Paret, daughters of his first wife, and Alice, wife of David Hall Rowland, and Abbie, wife of Charles Marshall.

ANDREW VARICK STOUT, merchant and banker, a native of this city, died in Bernardsville, N. J., Sept. 5, 1883, in his seventy-first year. At the age of eighteen, Mr. Stout was appointed an assistant teacher in old Public School No. 2, and of Public School No. 13, in Madison street. After several years of pedagogy, he accepted the management of the New York Orphan Asylum for a few years. He then entered business life and engaged in the wholesale shoe trade in Stout & Ward, later known as A. V. Stout & Co., and in this vocation met with excellent success. While yet a merchant, he accepted the vice presidency of The Shoe & Leather Bank, and on April 3, 1855, the presidency. Retiring from mercantile life, he held the position of bank president for twenty-eight years, failing health then compelling his resignation. Among his other trusts were seats in the directorates of The New York Mutual Gas Light Co., The Phenix Fire Insurance Co., The American Bank Note Co., The New York and Brooklyn Ferry Co., The Broadway Fire Insurance Co., and The Loan & Improvement Co. He was at one time a member of the Board of Education, and while Fernando Wood was Mayor, City Chamberlain. During the disturbances over the police force at that time, he had the spirit to pay the salaries of the policemen from his private funds, being afterward reimbursed by the city. Originally a Democrat, during the War he became a Republican and was ever afterward a staunch supporter of that party. A few years before his death, he gave \$40,000 each to Wesleyan University and Drew Theological Seminary, of which institutions he was a trustee. He was also a member and trustee of St. Paul's Methodist Episcopal Church at Fourth avenue and 22d street. The survivors of his family were his wife, Almira H.; a son, Joseph S. Stout, head of the firm of Stout & Co., brokers, and two daughters, Jane K., who married John N. Ewell, a banker of New York, and Almira H., who married A. Francis Southerland. Mrs. Stout died July 26, 1890.—His son, **JOSEPH SUYDAM STOUT**, banker and stockbroker, born at the home of the family on Ridge street, New York city, Dec. 27, 1846, attended the local schools during boyhood and, for two years, the College of the City of New York. Before the age of seventeen, he was given a clerkship in The Shoe & Leather Bank and at the age of nineteen was made assistant cashier. At the age of twenty-one, he began business for himself in Wall street and has ever since followed the vocation of banking. Successively a member of the firms of Wiley & Co., Stout & Dickinson, and Ewell, Stout & Co., he has been since 1876 the capable head of Stout & Co. His reputation has never been tarnished by wrong doing, and he has on the contrary won the confidence and regard of the whole financial world by excellent abilities and elevated character. He is vice president of The New York Mutual Gas Light Co., and a director of The National Shoe & Leather Bank, The American Bank Note Co., The Broadway Insurance Co., The Holland Trust Co., The Toledo, and The St. Louis & Kansas City Railroads. He is also a member of the Union League and Metropolitan





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clubs, The New England Society, the Stock and Produce Exchanges and the Chamber of Commerce, and The Methodist Episcopal Hospital of Brooklyn. While devoted to business pursuits, Mr. Stout has given important aid to education and the Christian religion. He is a trustee of Wesleyan University and Drew Theological Seminary, treasurer of the Board of Education of the Methodist Episcopal Church and of the Madison Avenue Methodist Episcopal Church, and by no means passive in the work of those institutions. April 21, 1868, he married Julia Francis Purdy of this city, and is the father of Newton E., Andrew V., Joseph S. and Arthur P. Stout.

JAMES SAMUEL THOMAS STRANAHAN, financier, whose name is identified with the creation of Prospect Park and Brooklyn Bridge, is in so many respects the foremost resident of the city of his home, that the "First Citizen of Brooklyn" is his recognized title in the leading newspapers as well as in ordinary allusion.

Pre-eminent influence in the history of the United States is due not to the Puritan alone. Without detracting from the qualities which the austere followers of Cromwell displayed in founding a new nation, due credit must also be given to the hardy and industrious Scotch-Irish, who, at the close of the seventeenth century, fled to the new world in considerable numbers from the increasing oppression of the British crown. They settled in the New England colonies and what are now the Middle States. They brought to the struggling communities of the new world those three secrets of success which have made the Scotch-Irish famous the world over: skilled labor in its truest sense, unflagging industry, and deep and intelligent religious conviction. From this sturdy stock have sprung many large minded and large hearted men, whose names are prominently identified with American progress, among them, James S. T. Stranahan. His ancestor, James Stranahan, born in 1699, settled in Scituate, R. I., in 1725, and removed later to Plainfield, Conn., where, a prosperous farmer, he died at the advanced age of ninety-three. Samuel, the fifth son of James of the second generation, removed to Peterboro in Madison county, N. Y., then a wilderness, and there amid the rude surroundings of a pioneer's life, his son James Samuel Thomas Stranahan was born, April 25, 1805. Samuel Stranahan died in 1816.

Early in life, the subject of this sketch was awakened to the stern necessities of his career. His boyhood was spent in school and upon the farm. Later, he attended the local academies. The first money he ever earned came from teaching. He fitted himself for the profession of a civil engineer, but this pursuit he abandoned, in 1827-28, to become a frontier trader, and he made a trip to the great lakes, then the far western wilderness. After several interviews with Hon. Lewis Cass, then Governor of the Territory of Michigan, and after several adventurous explorations of the forest regions, during which he found no desirable field for his enterprise, he resolved to return east.

In 1832, there was presented to the young man an opportunity for the display of his especial talent for organization. Gerrit Smith, the well known land owner and famous abolitionist, invited young Stranahan to aid him in founding a manufacturing village in a town owned by the former in Oneida county. The flourishing village of Florence to-day attests Mr. Stranahan's success. From this village, in 1838, the tireless young founder was sent to the Assembly, having been elected on the Whig ticket from a Democratic county. In the Legislature, he was associated with many men of exceptional ability, who afterward became eminent in public affairs.

In 1840, Mr. Stranahan removed to Newark, N. J., and engaged extensively in rail-

road construction, in which he was exceedingly successful. By shrewdly accepting a portion of his compensation in the stock of his various roads, he laid the foundation of a subsequent large fortune. In 1844, he removed to Brooklyn, where he has since resided and with whose interests he has become intimately identified. Here he engaged largely in real estate improvements. A man of striking ability and exceptional popularity, he was elected to the Board of Aldermen in 1848; nominated but defeated for Mayor in 1850, and elected to Congress in 1854. In 1857, when the first Metropolitan Police Commission was organized, covering New York city, Brooklyn and Staten Island, Mr. Stranahan became a member of the board and was a participant in the famous struggle, which took place between the new régime and the old municipal police, the latter led by Fernando Wood, then Mayor of the city. He was a member of the Republican National Convention of 1860 and urged the nomination of Abraham Lincoln. He was also a member of the Convention of 1864, again voting for Mr. Lincoln, and later a Lincoln and Johnson Presidential Elector. The cause of the Union received his ardent support during the War and he was chosen to the position of president of the War Fund Committee of his city. His wife was at the same time president of the Woman's Relief Association. These organizations were of enormous service to the country. They not only raised hundreds of thousands of dollars for the Union cause, but they performed a much more notable service in rallying public opinion, encouraging enlistments, rendering practical aid to the volunteers, and sustaining the government in its efforts to carry on the War. The War Fund Committee was composed of one hundred of the most prominent and loyal men of Brooklyn. From its councils, originating in the determination that there should be at least one loyal newspaper in the city of Brooklyn, was called into existence *The Brooklyn Union* newspaper.

Since 1865, Mr. Stranahan has been identified with almost every important improvement in his adopted city. He was at the head of the Brooklyn Park Commission for twenty-two years, becoming its president by act of the Legislature in 1860. He remained at the head of the Commission until 1882. To him, Brooklyn is indebted more than to any other man for Prospect Park, the Ocean Parkway, Eastern Parkway and the city's beautiful system of boulevards. The plans were matured entirely under his direction and carried out by him. As president of the Commission, which laid out and developed the Park, he displayed a foresight and a capacity of patient waiting for results, which revealed a remarkable nature—a "*longanimity*" it has been aptly termed. His management of the Park employes for twenty-one years was a practical exhibition of civil service reform. Many who began service in its opening work were found yet employed at the end. No man ever won an unsolicited tribute to his public services by labor more disinterested than Mr. Stranahan; and it was no more than a proper recognition of hard endeavor in many lines of benefit for his city, that on June 6, 1891, a bronze statue of Mr. Stranahan of heroic size was unveiled at the entrance of Prospect Park. Designed by Frederick McMonnaies, a pupil of St. Gaudens, and erected by the gratified citizens of Brooklyn, it stands for all time a permanent memorial of useful service wisely performed. The founder of the Park and his wife were both present at the unveiling.

Mr. Stranahan also foresaw the future of Coney Island as a seaside resort; and it was due to his energy and arguments, that in spite of much opposition, Brooklyn claimed the Atlantic Ocean as her southern boundary. Coney Island Boulevard and

the Concourse are tributes to his sagacity, judgment and public spirit. Mr. Stranahan's genius for large planning and undaunted effort to attain results evident to his foresight, are now prompting him to the consolidation of the group of towns lying adjacent to New York harbor into the 'greater New York.'

For many years, he was president of The Union Ferry Co., which owned the ferry franchise between New York and Brooklyn and transacted an enormous business, being one of the most profitable companies of its class in the harbor of New York.

The Atlantic Docks, on the lower water front of Brooklyn, and the warehouses surrounding the same were built at his suggestion and by a corporation, which he was successful in organizing and in which he was the largest owner. It was always characteristic of the man, that he should engage in operations which, while judiciously planned as commercial ventures, should confer upon the community in which he dwelt even larger benefits than upon the stockholders. Thus, appreciating the value of the enterprise to his adopted city, although its construction would be injurious to his own business interests, he was one of the first subscribers to the stock of the Brooklyn Bridge. He became a member of its first board of directors, and also served continuously as trustee and president, after the bridge came under the more immediate control of the two cities, until 1885. In the work of the board he exerted great influence. His ideas were always original and far reaching. Among other improvements upon the earlier plans of which he is the author, was the raising of the middle trusses of the bridge to a height sufficient to permit the passage of a Pullman palace car of full size. He has been associated as director with various financial institutions.

Mr. Stranahan was married in 1837 to Mariamne Fitch, daughter of Ebenezer R. Fitch of Westmoreland, Oneida county, N. Y. This union brought them two children. Mrs. Stranahan was active in patriotic enterprises during the war and figured prominently in charitable, religious and social circles for many years. Her noble nature and philanthropic toil hastened her death, which occurred in August, 1866. The present Mrs. Stranahan was Miss Clara C. Harrison, a native of Massachusetts. Prior to her marriage, she was well known in Brooklyn as one of the principals of an important private seminary for young ladies. Possessed of fine natural powers developed by a most careful and thorough education, combined with great executive ability and a desire to serve, as she may, in promoting human welfare, Mrs. Stranahan has filled important rôles in philanthropic, civic and social relations. Some of her receptions take historic rank in the social life of Brooklyn. She is a trustee of Barnard College; vice president of the alumnae association of her alma mater, Troy Female Seminary, the pioneer in the higher education of women; president of The State Charities Aid Association for Kings county, and vice president general for New York State of The Daughters of the Revolution. She was also vice president of the New York State Board of Women Managers for the Columbian Exposition. Mrs. Stranahan has also won honor as an author, her chief work, "A History of French Painting," having received complimentary notice in both Europe and America, one English quarterly giving it thirty-six pages of review. A critic says, "Were it called '*The History of French Painting*,' it would abundantly sustain the title." It occupies the rank of a classic on the subject.

At the advanced age of eighty-six, Mr. Stranahan, in vigorous health, retains an active interest in the financial and political affairs of his city and country. His long

life has included the rise of his country from infancy to its present marvellous prosperity. To this, beginning as a frontier trader in the wilderness of the Northwest, he has contributed in no mean degree. A man of fine personal appearance, of a nature so genial and sympathetic as to possess a rare magnetism, refined and cultivated, his business life free from the slightest blemish, he has long enjoyed the absolute confidence and highest esteem of the community.

WILLIAM THOMAS ALBERT STRANGE, manufacturer, known in business circles by the shorter name of William Strange, was born March 1, 1838, in Chichester, England. He is a son of the late Albert B. Strange, well known in this city as a merchant and manufacturer, who removed to the United States to engage in business. As a youth, William Strange received a sound and thorough education in America, France and Germany. He made his first acquaintance with the elements of business management as clerk in the employment of Naylor & Co., merchants, on John street, New York. A few years later, he became identified with the firm of Strange & Bro.

The wholesale house of Strange & Bro. was started in 1838, at the corner of William and Beaver streets, New York, and is at present located at No. 96-98 Prince street, to which premises it removed from those formerly occupied at Park Place, the corner of Broadway and Reade street, Walker street, and No. 423 Broome street respectively. In the incipient stages, the proprietors of the house were E. B. and Albert B. Strange, the latter the father of William Strange.

After thirty years of mercantile experience as silk importers and dealers, the Stranges became manufacturers of silks, convinced that they could successfully produce in this country the class of goods which they had been importing. Their first factory, started in 1863, occupied a site in Williamsburg. Five years later, the works were transferred to Paterson, N. J., and there conducted under the name of William Strange & Co., and the management of William Strange. At the death of A. B. Strange, in 1887, E. B. Strange having died previously, the firm incorporated under the style of The William Strange Co. William Strange has always been the president of this concern, and William C. Kimball is treasurer, Mr. Strange being also now the sole representative of the firm of Strange & Bro. in this city.

An anecdote exemplified the habitual and just confidence of the Stranges in the future of their business undertakings. While the great Paterson factory was yet in its infancy, William Strange attempted to sell its products to a leading New York ribbon house, but was told that it was impossible to make as good ribbons in Paterson as abroad and that there was no use in seeking the custom of the concern for such goods, because they purchased only the best quality. To this objection, Mr. Strange replied: "All right, gentlemen, we shall see in the future." The event justified his expectations. For many years now, the concern which then declined to buy American goods has ceased buying ribbons exclusively from abroad and has purchased largely from the Strange factory in Paterson.

The growth of America during the last century has been marvellous. In the transformation which has taken place, no incident has been more remarkable and no influence more potent in producing the result, than the creation of new American industries and the transplanting of foreign branches of manufacture to this continent. The United States have now passed from the condition of buyers, dependent upon other countries for articles of necessity or luxury, to that of independent producers, relying

on the skill of their own citizens and upon native materials for supplies. One of the most striking of the new industries is that of the manufacture of silks. During the past few years, American products have attained such excellence as to dispute the palm with those of the most celebrated establishments of Lyons and other manufacturing centers in the old world. These industrial transplantations have not been the result of chance or the accidental outcome of the labors of adventurous tyros in the realm of mercantile endeavor. They are the fruit of the deliberate and patriotic enterprise of men of great experience, who have seen an opportunity of saving, for American account, the profits which had been made by foreign manufacturers in the American market. In the silk industry, Mr. Strange and his father ranked among the pioneers and the subject of this sketch is now one of the leading men in the trade.

Mr. Strange devotes his time mainly to the industry, founded by his house, but is also part proprietor of The Read & Lovatt Co., and a director of The Paterson National Bank and The Paterson Safe Deposit & Trust Co. He is a man of cultivated mind and agreeable manners and in social life exceedingly popular, a fact which is illustrated in part by his membership in the Union League, Republican, German Liederkrantz, United Service, Princess Anne, Orange County Country, Merchants' Central, Hamilton and Amebelish Fishing clubs, and The Blooming Grove Park Association, Joppa Lodge, No. 29, F. & A. M. and Cataract City Chapter, No. 10, R. A. M. In consequence of his interest in their objects, he is also connected with The American Protective Tariff League, The Paterson Board of Trade, The Paterson Ribbon Manufacturers' Association, The Silk Association of America, and The Washington Association of New Jersey. He is president of the Park Commission of Paterson and Lieutenant Colonel of the Division staff of the National Guard of New Jersey. Mr. Strange married Mary Elizabeth Read and is the father of Albert Breslin and Blanche Louise Strange.

ISIDOR STRAUS, merchant, oldest son of Lazarus and Sara Straus, was born in Rhenish Bavaria, Feb. 6, 1845, and came to this country with the family in 1854. At the age of sixteen, in Georgia, he enlisted in the volunteers and was chosen lieutenant, but the Confederacy refused to accept him on account of his age. A clerk, first in a paper mill in Columbus, Ga., and later in his father's store, he finally went to Europe as secretary for Hon. John E. Ward, of Savannah, whom the Confederacy had dispatched to purchase supplies for the army. In 1864, Mr. Straus took a clerkship in the office of a ship owner in Liverpool, but in 1865 joined his father in New York city to engage in the china and crockery business of L. Straus & Son. In 1874, this firm enlarged their operations by taking charge of a glassware and china department in the store of R. H. Macy & Co. on 14th street. This venture met with much success and in 1888 Mr. Straus and his brother Nathan became partners in R. H. Macy & Co., with Charles B. Webster as head of the house. Mr. Straus retains his interest in the old china and crockery firm, but devotes considerable attention to R. H. Macy & Co., and has helped develop the 14th street establishment into a large department store. He was a member of the committee of fifty New York importers, who went to Washington in June, 1890, to protest against the McKinley bill. Mr. Carlisle, then a Senator but now Secretary of the Treasury, declared that the speech of Mr. Straus was the best made by an opponent of the McKinley bill. During the silver agitation, Mr. Straus addressed the Coinage Committee of the House ably in favor of a sound currency. A member of the original World's Fair Commission in New York and

of the committee in charge of the local Columbian celebration of 1893, he has also been a Hudson River Bridge Commissioner from the beginning. For his active part in the campaign of 1892 in favor of Mr. Cleveland, he was prominently named for the place of Postmaster General, a position, however, for which he had no aspirations. He was led finally, in 1893, owing to the fight over the Wilson tariff bill, then at its hottest, to accept a nomination at a special election for member of Congress, and after a hotly contested campaign was elected. In 1892, Mr. Straus became a partner in the dry goods house of Abraham & Straus in Brooklyn. He is a member of the Chamber of Commerce, president of The Pottery & Glassware Board of Trade, a director in The Hanover National Bank and The New York County National Bank, vice president of The Birkbeck Investment, Savings & Loan Co., and a member of the Manhattan, Reform, Commonwealth, Nineteenth Century and Free Trade clubs. He married in 1871, and has six children, Jesse Isidor, Percy S., Sara, Minnie, Herbert N. and Vivian.

LAZARUS STRAUS, merchant and a prominent Hebrew, comes from a learned family, his father having been one of the Sanhedrim selected by Napoleon Bonaparte as advisers, when that emperor was considering the emancipation of the Hebrew race in his dominions. Born in Otterberg, Rhenish Bavaria, in 1809, Mr. Straus began life as a farmer and prospered in this occupation until the revolution of 1848. That struggle awakened his sympathy and absorbed most of his property. He gained many recruits for the revolution, and was one of a committee to assist Carl Schurz and Professor Kinkel, when they came to Otterberg in the interest of a famous uprising. Mr. Straus made a patient effort to regain his prosperity, but in vain, and in 1854, he landed in America, accompanied by his wife and four children. Settling in the little village of Talbotton, Ga., he began business there as a dry goods merchant, made money, and in 1862 removed to Columbus, Ga. In 1865, he came to New York, the most of his modest fortune having been swept away by the Civil War. He brought with him about \$25,000, however, paid his debts, and for the third time, began the world anew. In 1865, almost without capital, he started a china and crockery store at No. 165 Chambers street. Close attention to his business, untiring labor and the good will won by honest payment of debts, soon brought him a large reward. To his stock of staple goods, he soon added costly foreign china, clocks, vases and bronzes. The firm of L. Straus & Sons now control three large factories in Europe, which produce fine ware, namely at Rudolstadt, Carlsbad and Limoges. They have also entered upon the domestic manufacture of cut glass. The business has expanded to large proportions and the warehouses on Warren street occupy several buildings. Although advanced in years, Mr. Straus yet takes an active interest in his business and visits the store daily. His sons, Isidor, Nathan and Oscar S. Straus are members of the firm and relieve him from much of the labor of actual management.

NATHAN STRAUS, merchant and philanthropist, was born in Otterberg, Rhenish Bavaria, in 1848. He came to America with his father, Lazarus, and his brothers, Isidor and Oscar, in 1854. His education was obtained at Collinsworth Institute, at Talbotton, Ga., and Packard's Business College in New York. He then entered the china business with his father and brother, Isidor, and the name of L. Straus & Son then became L. Straus & Sons. His early work in the interest of the firm was as a traveling agent. He became a member of the firm of R. H. Macy & Co., in 1888, and of Abraham & Straus in Brooklyn in 1893. He is a member of the Manhattan club, was

made one of the Park Commissioners of New York city by Mayor Grant, and had previously been offered a seat in the Board of Education, which he declined. Among the well known charities which Mr. Straus has originated and maintained at his own expense is the providing of stations in various parts of the city, where the poor can obtain at less than cost sterilized milk and modified milk sterilized for infants. This work has reduced the mortality among infants in the tenement house district, and Mr. Straus intends that it shall be permanent. In the winter season, Mr. Straus maintains stations where the poor can obtain coal at cost price. He has also opened cheap grocery houses and supported numerous other charitable enterprises. At one time he owned a number of fast horses, including the well known Majolica. His horses were frequent winners, and all the profit he made from them he devoted to charity. He has built a cottage at the Trudeau Sanitarium, at Saranac Lake, N. Y., which is devoted to invalids. The hotel at Lakewood, N. J., owned by The Lakewood Hotel Co., of which he is the president, was built because the other hotels at that winter resort excluded a certain class of guests, thus depriving many invalids who were compelled to go to Lakewood for their health of suitable accommodation. Mr. Straus's indignation was so thoroughly aroused that he invested a large sum in the Lakewood, which is open to all respectable persons, irrespective of race or religion. He is an energetic man, and his brain is constantly devising new schemes, which he puts into shape for practical purposes. In 1894, he was made the Democratic candidate for Mayor of New York city, but declined to run because David B. Hill insisted that his name should remain at the head of the Independent Democratic ticket. On this ticket was a name, similar to Straus at a hasty glance, and Mr. Straus concluded that this deal would defeat the Democratic municipal ticket if he remained upon it.

WILLIAM A. STREET, merchant, a native of Poughkeepsie, N. Y., born in 1843, descends from the Rev. Nicholas Street, a dissenting clergyman of England, who came to the new world in 1630. The Rev. Samuel Street, son of the latter, was a graduate of Harvard College, receiving his degree in 1661. Caleb Street, great grandfather of the subject of this sketch, was a merchant in New York city. Through the maternal line, Mr. Street derives descent from Joseph Reade, his great grandfather, who was a warden in Trinity Church from 1721 to 1770. His father was a well known lawyer and brother of Albert B. Street, the poet, while on his mother's side he is related to the Stuyvesant, Watts, Livingston and Kearny families. Major Gen. Phil. Kearny was his second cousin. The sister of Mr. Street married Levi P. Morton. After a proper education, and at the age of fifteen, Mr. Street entered the office of R. W. Cameron, shipping merchant in this city, as a clerk. The modest salary of \$50 a year was paid at the start, but young Street displayed so much interest in the labors of the house and was so honest and capable. that the firm were repeatedly obliged to write a larger sum against his name in recognition of his merits. In 1862, he visited Australia to fulfill certain missions, and spent three years in travelling to China, the Straits Settlements, Singapore, Java, the Malayan Islands, New Zealand and South America. This excursion resulted in greater knowledge of the world, which has since proved of service. In 1870, his employer and he established the shipping and commission firm of R. W. Cameron & Co., and have since been actively engaged in trade, mainly with Australia and New Zealand. Mr. Street is a member of the Chamber of Commerce and the Union club, and a supporter of several important public institutions.

WILLIAM L. STRONG, merchant, born on a farm in Richland county, O., March 22, 1827, began life as a dry goods clerk in the employ of Lake & Jones in Wooster, O., at the age of sixteen. After two years in the trade in Wooster and eight more in Mansfield, O., he came to New York, arriving in December, 1853. Here, he made a start as a salesman for L. G. Wilson & Co., dry goods commission merchants, to whose affairs he gave the closest attention, mastering every detail of the business. In 1857, his employers were swept down by the panic. Next year, Mr. Strong entered the commission dry goods store of Farnham, Dale & Co., a highly successful firm, and remained with them until the close of 1869. Jan. 1, 1870, he engaged in the dry goods commission business upon his own responsibility, founding the firm of W. L. Strong & Co., which succeeded to the trade of Farnham, Dale & Co. He has met with excellent success and the house has branches in Boston and Philadelphia. Mr. Strong is a Republican and has always taken a lively interest in public affairs, but until recently has refused public office. Preferring to work in the ranks, he has been especially active in the organization of campaign clubs. In 1894, a combination of the Republicans and reform Democrats of the city elected him Mayor of New York. Mr. Strong is president of The Central National Bank, The Homer Lee Bank Note Co. and The Griswold Worsted Co., vice president of The New York Security & Trust Co., and a director in The New York Life Insurance Co., The New York, Lake Erie & Western Railroad, The Adirondacks Railroad, The Hanover Fire Insurance Co., The Plaza Bank, The Mercantile Trust Co., The Nassau Fire Insurance Co. and other corporations, and a member of the Union League, Metropolitan, Merchants', Republican, Ohio, Colonial, Law, Riding, Racquet and Players' clubs. His sympathy with men who must earn their living by labor has been repeatedly shown in arbitrations of disputes between labor and capital. The fairness of his decisions have never been questioned.

JOSEPH STUART, banker, born in County Armagh, Ireland, Nov. 25, 1803, died in New York city, Nov. 18, 1874. Emigrating to this country in 1827, Mr. Stuart settled in Philadelphia and established the dry goods firm of Stuart Bro's in 1828. In 1833, he removed to New York and took charge of the house of J. & J. Stuart & Co., which had been started here in 1831, showed himself to be an excellent merchant and prospered through diligence, force and sagacity. In 1851, the firm changed their occupation to banking. Mr. Stuart was trustee of The Emigrant Savings Institution until the passage of the law prohibiting the holding of official positions in more than one institution. He was a director of The National Mercantile Bank and connected with The Hanover National Bank, and was vice president of The Fourth National Bank and various insurance companies. A large circle of friends esteemed him highly. By his marriage with Anna, daughter of Robert Watson, he was the father of Anna Whiteside and Margaret Stuart Eakin and Joseph and Robert Watson Stuart.

ROBERT L. STUART, sugar refiner, born at No. 40 Barclay street, in this city, July 21, 1806, died in town Dec. 12, 1882. Kinloch Stuart, his father, was a Scot, and a manufacturer of candy, who, failing in business in Edinburgh, came to America in September, 1805, and resuming business here with a capital of \$7,000, had the satisfaction of finally paying his debts, and, at his death in 1826, of leaving about \$100,000 and a profitable business to his two sons. Robert was the older one, Alexander Stuart being the younger. The latter was born about 1810, and died at his home, No. 167 Chambers street, Dec. 23, 1879.

Robert had not yet attained his majority when his father died, but he took charge of the business as administrator of the estate, and, when legally free to do so, organized with his brother the firm of R. L. & A. Stuart, which became in time one of the most prosperous in the city. To candy making, they added, in 1832, the refining of sugar by steam, and, after 1855, the latter industry engaged their entire attention. The use of steam in refining was an innovation and called forth predictions of disaster from friends. They made the process work, however, and carried it on successfully for forty years. Their office at 169 Chambers street occupied a building erected by them in 1831, the first dwelling in the city into which gas was introduced. The business increased so rapidly, however, that they were compelled to build extensive quarters, first at the corner of Greenwich and Chambers streets, and in 1849, at Greenwich and Reade streets. They were aided in their enterprise by the fact that their product ranged in price from twenty-two to twenty-four cents per pound only, while imported sugar, no better in quality, cost forty-four cents a pound. Three stores on the north side of Reade street, and a large warehouse on the south side of Chambers street, were finally added to their plant. Their force of 300 men manufactured about 40,000,000 pounds of refined sugar annually. When the store houses at the Atlantic Docks were unroofed by a storm, they had \$1,000,000 worth of sugar there. Alexander had charge of the actual work of manufacture; Robert, of the finances of the firm. In 1872-73, both brothers retired with large fortunes. They were always kind and considerate to employés, and at the time of the draft riots in 1863, their men stood by them and prepared the sugar houses against a threatened assault, which, however, was not made, owing to the precautions taken. During the War, the Stuarts were staunch supporters of the Government and large subscribers to the first million of the War loan.

After 1852, the brothers set aside a certain sum each year for charitable purposes. Up to 1879, they had given \$1,390,000 in benefactions, and, after that year, Robert L. Stuart gave over \$500,000 more, devoting himself almost entirely to philanthropy. He was a Presbyterian, a member of the Union League club from its organization and of the Century and Union clubs, an officer of various public institutions and a liberal patron of art. Alexander Stuart never married, and lived during his whole life in the old fashioned three story brick dwelling at No. 167 Chambers street. His fortune descended to his brother Robert. The wife of the latter was Mary, daughter of Robert Macrae, an old merchant of New York, who had a different partner in several different cities of the United States. Mrs. Stuart died Dec. 31, 1891. She had made large gifts to public institutions during her life time, amounting to about \$1,500,000, and nearly the whole of her fortune of about \$8,000,000 was, at her death, distributed among schools, colleges, religious bodies and charities.

JOHN JAY STUDWELL, merchant and banker, born in North Salem, Westchester county, N. Y., Dec. 2, 1813, died in Brooklyn, Dec. 12, 1884. Baird's History of Rye, N. Y., records the fact that his earliest American ancestor, Studwell, was one of the eighteen original proprietors of Rye. His father, Joseph Studwell, was a carpenter, and his mother, Rebecca Mead, who came from the Mead family of Greenwich, a type of New England character, full of faith and good works. Trained to his father's trade, he went from the plain old homestead with a Puritan mother's blessing and injunctions, and by his own labors, coupled with a good constitution and equally sound principles, rose to position and fortune. Occupied with his trade above the Harlem

River, he finally received an offer of capital and influence from a resident of Harlem, and availed himself thereof to the pecuniary advantage of both. Early in the '40s, he became a lumber merchant on Third avenue, near 128th street, selling his business later to William Colwell, who continued it for about fifty years. In 1842, Mr. Studwell moved to Brooklyn and resumed there the lumber business, which he managed with profitable results. About 1857, he became president of The Montauk Insurance Co., and later bought a controlling interest in The National City Bank of Brooklyn, of which he was president until his death. He was also one of the original directors and vice president of The Mechanics' Bank of Brooklyn and a director of The Brooklyn Gas Light Co., The Atlantic Avenue Railroad, and The Citizens' Gas Light Co. He joined no clubs and was for more than forty years a member of Sands Street Methodist Episcopal Church and steward and trustee at his death as well as trustee of The Brooklyn Hospital. During the Civil War, he served on the local Committee of Relief. For twelve years he sat in the Board of Supervisors of Kings county, being most of the time Chairman of the Committee on Accounts. In 1836, Mr. Studwell married Elizabeth La Farge Moore, daughter of Peter Moore, of Woodbridge, N. J. Their only child, Sarah Frances, is the wife of George W. Mead, the lawyer.

JONATHAN STURGES, merchant, born in Southport, Conn., March 24, 1802, died in New York, Nov. 28, 1874. His family was founded in this country by a pioneer from England prior to 1640. After a period of probation in the employment of R. & L. Reed, grocers in Front street in this city, beginning in 1821, Mr. Sturges became a partner in 1828, the house taking the name of Reed & Sturges. In 1843, the firm name was changed to Sturges, Bennett & Co., and in 1865 to Sturges, Arnold & Co. Mr. Sturges was an excellent merchant, reached the position of leader in the tea and coffee trade, and retired in 1868 with large means. He promoted several enterprises with his capital and was a founder and director of The Bank of Commerce, The Illinois Central Railroad, and The New York, New Haven & Hartford Railroad. A strong Union man during the Civil War, he was active in organizing the Union League club, served as its president in 1863, and, like other prominent business men, labored actively to break up the Tweed Ring. He was twice elected vice president of the Chamber of Commerce and, loving fine art, became one of the founders of the Century club. During his whole life, he gave liberally to Christian work and charities. In 1829, he married Mary, daughter of John Cady, and was the father of Virginia R., wife of William H. Osborn; Frederick Sturges; Amelia, first wife of J. Pierpont Morgan; Edward, Arthur P. and Henry C. Sturges.—His son, **FREDERICK STURGES**, merchant and financier, born June 1, 1833, was educated in the local schools. In 1849, he entered the office of his father and followed mercantile life prosperously until 1868, when he retired simultaneously with his father. He has, however, since been active in financial affairs and is a director of The National Bank of Commerce, The Atlantic Trust Co., and The Seamen's Bank for Savings, and was for many years director of The Illinois Central Railroad. This family has always been noted for its good works, and Mr. Sturges devotes much time to the Presbyterian Hospital, The Hospital for the Ruptured and Crippled, The American Bible Society, The Seamen's Fund Society and other institutions. He is a member of the Century, Down Town, and Grolier clubs. In 1863, he married Mary Reed, daughter of Dudley B. Fuller, and is the father of Jonathan, Emily M., Arthur P., Mary Fuller and Frederick Sturges.

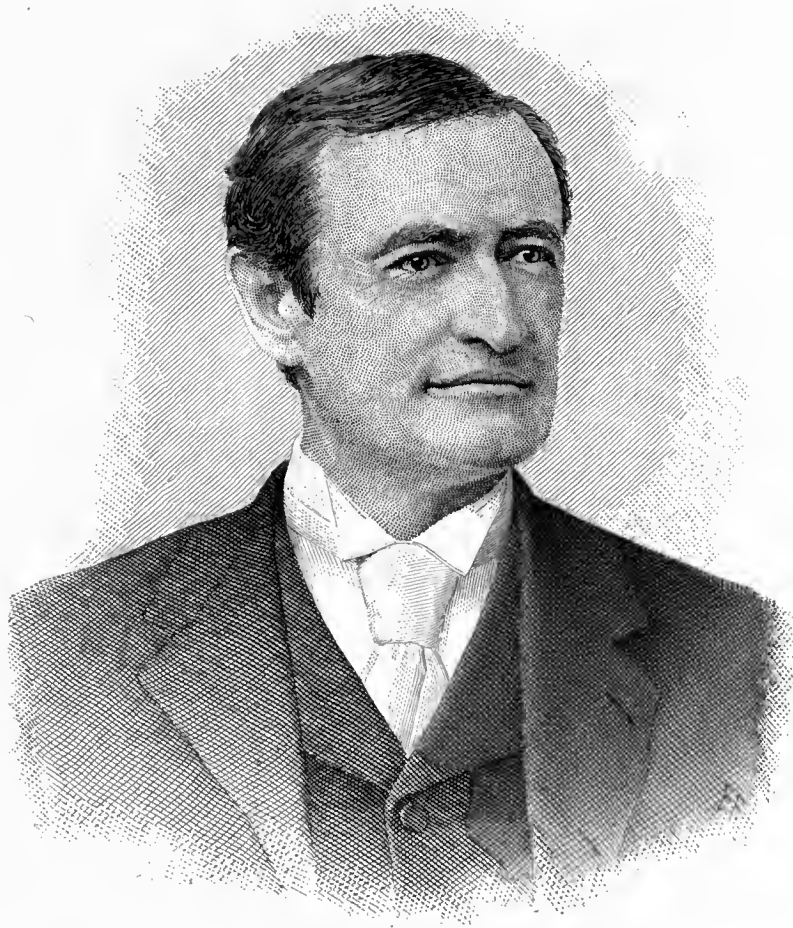
ALFRED SULLY, capitalist, a gentleman of education, refinement and marked ability, has risen by his own exertions to an enviable position in the financial world. The majority of men who climb to the top are those who begin at the foot of the hill. Early disadvantages serve merely to inspire an ambitious spirit and forceful character with heroic energy and unconquerable resolution to overcome all obstacles. In such cases, the man is trained from his youth to the subjugation of adverse circumstances, and he usually becomes a capable, progressive, and successful figure in his field of action. There are few more conspicuous examples of this among prominent men of affairs in Wall street, than is furnished by Alfred Sully. He was not born rich, nor was his path in life smoothed by good luck and favorable circumstances. He blazed his own way from the first step he took, and can look back over a life of endeavor, which courage, energy, and ambition have made triumphant.

Mr. Sully was born in Ottawa, Canada, May 2, 1841. His first salary was six dollars a week, when, although a mere boy, he served as night watchman in a railroad yard. He studied law in the office of Bellamy Storer in Cincinnati, afterward graduated from the Cincinnati Law School, and was admitted to the Ohio bar in 1863. He began the practice of his profession in Davenport, Iowa, succeeding Austin Corbin in the old law firm of Corbin, Dow & Brown, Mr. Corbin retiring from the firm and from the practice of law at that time to enter the banking business. Mr. Sully remained active in the law in Davenport until 1872, enjoying a large and lucrative practice. He came to New York in 1872 as cashier and general manager of The Corbin Banking Co.

His first connection with railroads was as counsel to The Davenport & St. Paul, now part of the St. Paul system. In 1878, he became connected with The Indiana, Bloomington & Western Railroad as secretary, and soon afterward became one of its principal owners and chief managers.

In 1876 and for several years thereafter, he was largely interested in building and operating The Manhattan Beach Railroad, and in connection therewith organized The Eastern Railroad of Long Island, for the purpose of extending the Manhattan Beach road the entire length of the Island. In this enterprise, Austin Corbin was associated with him. After two years of continual warfare with The Long Island Railroad people, Mr. Corbin and Mr. Sully united in buying a control of the entire Long Island Railroad system from Drexel, Morgan & Co. The stock of the road was then selling at from 18 to 20 cents a share. The property was in the hands of a receiver and utterly bankrupt. Nearly all the different issues of its bonds were in default. The equipment was almost worthless and the track in dangerous condition, and it was thought impossible to resuscitate the road without a complete reorganization. But as soon as Mr. Sully and his associates obtained control, a new \$5,000,000 mortgage was placed upon the property and the proceeds therefrom used in putting the road into first-class condition. The stock was at the same time increased from \$3,200,000 to \$10,000,000 and has paid regular dividends ever since, despite the increased capitalization. These operations brought Mr. Sully large profits.

In 1881, he purchased a coal road in Ohio, about 130 miles in length, reorganized it as The Ohio Southern, put the property into first class physical condition, and established it on a paying basis. He was elected president in 1883 and held that position until his retirement in April, 1892. What he accomplished by a wise and vigorous administration of the affairs of this company is best illustrated by the statement that,



Alfred Sully

without any addition to the mileage, the net earnings of The Ohio Southern were increased from a surplus at the close of the first fiscal year of \$599 in excess of first mortgage interest, to a surplus of nearly \$200,000 in excess of such interest in the final year, the annual net earnings being nearly trebled in the space of eight years. Upon the retirement of Mr. Sully and his associates from the management of this property, the stockholders, in annual meeting assembled, embodied in resolutions an unqualified expression of their appreciation of the high standard of credit and efficiency resulting from the ability, zeal and fidelity of the retiring management.

In 1885, Mr. Sully went into the Reading property and was at one time the largest individual owner of its stocks and bonds. At that time, Franklin B. Gowen was president and Mr. Sully his principal supporter. Mr. Gowen's remarkable fight with the Drexel-Morgan syndicate, which proposed to reorganize that property on a plan, which he thought was without due regard to the rights and interests he represented, attracted much attention among railroad men all over the United States. The property involved was second of its kind in the world, its actual cash value being estimated at nearly \$200,000,000. More than \$160,000,000 have been expended in the Reading Railroad and its coal and iron properties. After a year of bitter warfare, the Drexel-Morgan syndicate were brought to terms by Mr. Sully and Mr. Lauterbach, who represented Mr. Gowen, and the security owners of the Reading property, elated by this victory, initiated a boom in Wall street which lasted for months.

In 1886, The West Point Terminal Co., then capitalized at \$15,000,000, was in debt over \$3,000,000, and the president, William P. Clyde, had given notice to the stockholders that unless they supplied him with means, the property would have to be sold for its debts. Mr. Clyde and all the directors of the Terminal were members of The Richmond & Danville syndicate and also members of The Richmond & Danville board of directors, and it seemed to them that the Terminal Company had become a useless appendage. A committee of Terminal stockholders worked for over a year to re-establish their property, but made no progress. Seeing the stock in imminent danger of being annihilated by a trustees' sale of its assets, these stockholders induced Mr. Sully, through mutual friends, to join their committee as chairman, and, within ninety days thereafter, The Terminal Company was renewed in its strength and credit. Soon afterward, The Richmond & Danville and The East Tennessee, Virginia & Georgia Railroads were merged into the company, which thus became the greatest railroad power in the South, absolutely owning, controlling and operating over four thousand seven hundred miles of railroad. In acknowledgment of his valuable services and consummate ability, Mr. Sully was elected president of the entire Terminal System, from which position he retired early in 1888, finding himself opposed on questions of policy to a majority of the board of directors. Subsequent events demonstrated fully the wisdom of Mr. Sully's views.

In recent years, Mr. Sully has devoted himself quietly to the development of several properties in which he is a large owner with his associates, notably The Cincinnati, Hamilton & Dayton Railroad, The Cleveland, Lorain & Wheeling Railway, and The New York, Susquehanna & Western Railroad.

To give anything like a comprehensive account of Alfred Sully is not to the present purpose. Who and what he is have been hinted at only. The breadth of his usefulness, the scope of his influence, the brilliancy of his success and the strength of

his character cannot be dwelt upon within the limits of the present work. He is a man of ample fortune and possesses the talent for accumulating more. He is generous but not prodigal. He has no extravagant tastes but on the contrary delights in habits and mode of life extremely modest. In manner, he is reserved and thoughtful. In talk, he is impressive but never wasteful of words. He is patient and untiring in working out a plan. He has no special aptitude for unimportant and minute details, but his genius asserts itself in solving the perplexing problems of conflicting interests and adjusting wisely the controlling forces for gigantic organizations. These combined qualities fit him for large undertakings and positions of high trust and grave responsibility.

WILLIAM J. SYMS, a native of New York city, who died in town April 2, 1889, in his seventy-first year, was a son of John Syms and, when a youth, became a member of the firm of Blunt & Syms, for many years well known gunmakers. After thirty years of successful prosecution of this industry, the partnership dissolved and Mr. Syms retired. While actively engaged in business, Mr. Syms helped found The Metropolitan Gas Co., and The 42d Street & Grand Street Railroad. In later years, he was president of The Franklin Telegraph Co., vice president of The Atlantic & Pacific Railroad Co. and a director of The Western Union Telegraph Co., being at the time of his death a large stockholder in each of these concerns. His profits were invested largely in real estate, of which he owned a large quantity. He was liberal to charities and respected for his judgment in art matters. During his later years, he traveled extensively in Europe. He was twice married, and his second wife, Catherine E., survived him. He left no children and Roosevelt Hospital received a legacy of \$350,000.



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EDWARD NEUFVILLE TAILER, merchant, born in the city of New York, July 20, 1830, is a grandson of Sir William Tailer, for seventeen years lieutenant governor of the colony of Massachusetts before the War of the Revolution. He is a son of Edward N. Tailer, born at the family home on lower Broadway in 1796, and of Ann Amelia Bogert, his wife. The ancestors of the latter came from Harlem in Holland, settled in Harlem on the upper part of the Island of Manhattan, and had large possessions in land in that vicinity in the 18th century. Mr. Tailer's father, a member of the firm of Tailer & White, brokers in Wall street, retired with a fortune in 1837.

The subject of this biography was educated at Penquest's famous French school in Bank street in this city, which was resorted to not only by the children of New Yorkers but by the sons of prominent families from Cuba and South America.

He began his mercantile career, Dec. 8, 1848, as a clerk with the well known firm of Little, Alden & Co. at No. 29 Broad street. This region was then the center of the wholesale dry goods trade of New York and was occupied by the stores of many merchants, famous in their day and active factors in establishing the commercial supremacy of this metropolis. During his early business career, Mr. Tailer was connected as buyer and salesman with the firms of W. & S. Phipps & Co., of Boston and New York, Fanshaw, Milliken & Townsend, Reimer & Meche, and Sturges, Shaw & Co., and the experience gained in those concerns enabled him in due time to found the successful importing and commission house of Winzer & Tailer, now known as E. N. & W. H. Tailer & Co. During his business career of thirty-six years, he has witnessed great changes upon the lower part of this island, not the least notable of them being the removal of the wholesale dry goods trade from Broad, Pine, Cedar and Pearl streets, Exchange place and lower Broadway, to its present location, extending from Duane to Spring streets.

After a business life of great activity, Mr. Tailer retired from practical affairs, Jan. 1, 1892, not, however, worn out in the service, but to give the benefit of his business experience to the management of some important trusts and large estates, of which he is the executor.

His first business voyage to Europe was made in the steamer Arago of the Fox & Livingston Line in 1857; his last one with Captain McMicken in the Umbria. He has crossed the Atlantic Ocean more than forty times.

In December, 1855, Mr. Tailer married Miss Agnes Suffern, daughter of Thomas Suffern, who lived for over fifty years at No. 11 Washington Square. Mr. Tailer is the father of Mrs. Henry L. Burnett, Mrs. Robert R. Livingston, Miss Fannie B. Tailer and Mr. T. Suffern Tailer. He has never held political office, but is a director in The German-American Bank and The Northern Dispensary and a member of the vestry of Ascension Church. His social standing is shown by his membership in the Union, Union League, Tuxedo, Country, Westchester Polo, and Merchants' clubs and The New England and St. Nicholas Societies. In 1874, he joined the Patriarchs, succeeding the late James A. Hamilton, who was one of the founders of that organization.



Edward N. Tailer.

FREDERICK LYMAN TALCOTT, born Feb. 22, 1813, who died in New York city, Nov. 1, 1884, was a member of the Connecticut family which gave birth to Noah Talcott, Governor of Connecticut, 1724-41. Graduating from Columbia College in 1832, he was in 1834 with a brother, Daniel W., taken into partnership by his father, Noah Talcott, an old merchant of cotton, sugar, coffee, hides, etc. The sign of Noah Talcott & Sons indicated a store in which gentle manners, keen business ability and great enterprise characterized the proprietors. Noah Talcott died in 1839, and the sons continued the business until 1858, when Frederick retired. He acquired the title of "cotton king" from the fact that, before 1850, he was the only man who had ever "cornered" the cotton market. About 1859, with two of his sons, Frederick L. and August Belmont Talcott, he established the stock brokerage and banking house of Talcott & Sons, which continued in business until 1880, when Frank Staley and Edward B. Talcott became partners. A. B. and E. B. Talcott are members of the Stock Exchange. Mr. Talcott was at one time a director of The Pacific Mail Steamship Co., and president of the organization of cotton merchants, which finally developed into the Cotton Exchange. In 1842, he married Mrs. Harriet Newell Burnham and his family consisted of four sons and three daughters, Frederick L., August Belmont, Edward Baker and James Carleton Talcott, and Mary Alice, wife of Charles F. Palmeter, Harriet Elliott and Florence Louise. They are all now married.

JAMES TALCOTT, merchant, a native of West Hartford, Conn., born in 1835, is the son of a manufacturer and farmer. The family traces its line to John Talcott, of Colchester, England, 1558. John Talcott, third of the name, came from Braintree to Massachusetts in the ship *Lion* in 1632 and was one of the founders of Hartford, Conn. At the age of nineteen, James Talcott left the farm and established himself in New York city, without previous apprenticeship, as agent for a knitting mill in New Britain, Conn., managed by his older brother. The present dry goods commission house of James Talcott, which originated in this modest manner, forty-one years ago, having then only a single account, now includes nine distinct departments, devoted to underwear, domestic hosiery, woolens, cotton goods, satinetts, broad silks, ribbons, dress goods, etc., represents a number of the leading mills of the United States, and maintains stores at 108 Franklin and 66 Greene streets and several warehouses. Mr. Talcott is a member of the Chamber of Commerce, a director of The Manhattan, The Broadway National, and The Broadway Savings Banks, and a member of the Republican, Riding and Patria clubs and The New England Society. In 1860, he married Henrietta E., daughter of the Rev. Amzi Francis, of Bridgehampton, L. I., and has five children living, the Rev. J. Frederick, Francis Edgar, Grace, Edith Charlotte and Arthur W. Talcott.

J. MONROE TAYLOR, manufacturer, born in Pompey, N. Y., Dec. 13, 1818, died in New York city, May 22, 1892. He was a son of Richard and Phœbe Clark Taylor, farmers, and came from Norman stock, which emigrated from County Kent in England to London and thence to New Jersey in 1692, where the family owned a large possession in land including Sandy Hook. Judge John Taylor, grandfather of the subject of this memoir, was a prominent jurist and politician of Saratoga county, N. Y. At a very early age, Mr. Taylor began to earn his own support, engaging while a minor in business for himself as a dry goods merchant, finally establishing and carrying on at the same time several stores in Onondaga county and the first wholesale grocery store in Syracuse, as well as the first saleratus factory in this country. Beginning

life at a time when energy, self dependence, and personal activity were of more importance than capital, he successfully overcame all difficulties and when necessary practiced the most rigid economy with an energy which overcame temporary reverses. He was a natural born trader, shrewd and quick in judgment. Indomitable will made him a leader in all his enterprises. The saleratus industry proved so successful that Mr. Taylor finally removed it to New York city. While in Syracuse, he served as Alderman for four years for some local personal object. In New York, he founded The J. Monroe Taylor Chemical Co., and his large soda factory in Brooklyn, erected in 1878, grew into a valuable industry. While interested in various enterprises, he devoted himself during the latter part of his life to real estate in this city, owning at the time of his death the handsome twelve story Taylor office building on the site of the old Merchants' Hotel at 39-41 Cortlandt street, constructed in 1892, and several apartment houses, including the Gramercy Park Hotel, where he lived. He was also one of the largest owners in the Gramercy apartment house. Mr. Taylor was a lover of fine horses, and, being conspicuous on account of his striking resemblance to the late Henry Ward Beecher and the old fashioned blue coat with brass buttons and ruffled shirt, which he always wore, became a familiar figure on the drives in this city. He was married Jan. 15, 1840, in Delphi, N. Y., to Charlotte E., daughter of William Davis, and was survived by one child, Laura Maria, wife of Charles C. Pope. Charlotte E., wife of George Doheny, of Syracuse, N. Y., is now deceased.

MOSES TAYLOR, merchant and banker, born in New York city, at the corner of Broadway and Morris street, Jan. 11, 1806, died here May 23, 1882. He was in the third generation of descent from an Englishman of the same name, who came to America from London in 1736. Mr. Taylor, his father, and his grandfather, carried on business all their lives practically within a stone's throw of one spot in this city. Mr. Taylor's father started in business as a cabinet maker, and in later years became known as the confidential agent of John Jacob Astor, in whose service he died. Moses Taylor began life at fifteen as a clerk and was soon transferred to the firm of G. G. & S. Howland, a conspicuous mercantile house. Always active, zealous and self-reliant, he started for himself about 1832, as a broker of Cuban sugar. The cholera epidemic retarded his success the first year and in 1835 the great fire swept away his store. While saving nothing except his books, he opened an office, nevertheless, the next day and was ready for business among the first. In the profitable years which followed, he prospered so rapidly that he was finally able to turn aside to other fields of enterprise. During this period, he became a large owner of vessels. In 1855, he was elected president of The City Bank, a position he retained until his death. During the war, Mr. Taylor was a warm supporter of the Government and chairman of the loan committee of the Clearing House Association in 1861. It is said that he was offered the position of Secretary of the Treasury, after the resignation of Mr. Chase, but refused it.

A prominent trait of his character was reluctance to enter into any enterprise until after exhaustive investigation. If the venture commended itself to his judgment, he stood ready to back it to the full extent of his ability. Such matters he regarded as permanent investments, not as speculations, and the results proved the wisdom of his course. His interest in The Delaware, Lackawanna & Western Railroad, amounting to virtual ownership, was gained by the purchase of large amounts of the stock at a low price, some of it at \$5 per share. Within seven years, the shares were worth \$240

each. He operated also in The Lackawanna Coal & Iron Co., and The Manhattan Gas Light Co., with similar success. Mr. Taylor had many business transactions with Commodore Vanderbilt but was never associated with him in any large operations. He had investments in banks and many other companies and was one of the five men who formed the company to lay the Atlantic cable. Throughout life, Mr. Taylor was noted for the close attention he gave to the affairs in which he was interested. He was remarkable for activity and promptness, being always at the bank by 9 A. M., unless prevented by sickness. Although known to be a man of large wealth, it was not until after his death that the public learned that he had amassed a fortune of \$36,000,000. In 1832, he married Catherine A. Wilson, who, with five children, survived him, the latter being Albertina S., wife of Percy S. Pyne; Mary Lewis, Catherine Winthrop, George C. and Henry A. C. Taylor. Mrs. Taylor died Dec. 31, 1892.

CHARLES HENRY TENNEY, merchant, a native of Salem, N. H., born July 9, 1842, descends from an old and excellent family, founded upon this continent in 1638 by Thomas Tenney and his wife Anne, who sailed from the port of Hull, England, in the company of the Rev. Ezekiel Rogers and, landing at Salem, made a settlement in Rowley, Mass., so named after their former home in Yorkshire. The descendants of the hardy pioneer assisted in subduing the wilderness and the red man and in creating amid the primeval forests the commonwealths of Connecticut, New Hampshire and Vermont. They took a prominent part both in civil and military affairs. Gen. Daniel J. Tenney, a soldier of the American Revolution, who left Connecticut to make his home in New Hampshire, was a lineal ancestor of the subject of this sketch. The father of the latter was John F. Tenney, merchant and farmer.

A sturdy, wide awake and wholesome lad, young Mr. Tenney gained his preliminary education in the New Hampshire Conference seminary in the then village of Tilton, and, until the age of sixteen, was employed in his father's pursuits. Then, for a business training, he entered the thorough primary school, from which have graduated hundreds of the best business men of the United States, namely, a general country store. After five years therein, Mr. Tenney determined to learn the art of manufacturing hats of wool. This industry engaged his attention until the age of twenty-five, when, in 1868, having become intimately acquainted with the trade, he established himself in the city of New York as a commission merchant of woolen hats. His success in this city has been almost unexampled. Thoroughly versed in methods of production, a close observer of the markets, clear headed, enterprising, sagacious, and prompt, he has added to these qualifications an attractive presence and genial nature and his progress has been rapid from the start. While owning an interest in the hat industry, he is pre-eminently a commission merchant; and in this capacity, he now represents upward of forty hat manufacturing concerns, among them the largest not only in the United States but in the world. He occupies a large store at No. 8 Washington Place and is among the most enterprising and highly respected merchants of the metropolis. Mr. Tenney displays excellent public spirit as a citizen and supports every movement which commends itself to his judgment, without regard to partisan considerations. He is an active member of the Union League, Manhattan, Reform, and New York Athletic clubs, the Chamber of Commerce, New England Society, and many scientific and benevolent associations and contributes to sustain The Metropolitan Museum of Art.

The town of Methuen, his summer home, has been largely benefited by his gener-



C. H. Lenny

osity and public spirit. This lovely town, a few miles from Lawrence, already ornamented by the library building erected by the Nevins family, has been greatly beautified by Mr. Tenney. His magnificent estate, laid out by the best masters of modern landscape, is a beautiful park, which extends over a large area and is always open to the public. The mansion, modeled after the chateau Yquem, the ancestral seat of the learned Montaigne, crowns the crest of a hill and is approached by a terraced driveway, half a mile in length, winding by easy grades up the slope. Southwest of the mansion is an unenclosed quadrangle in the Italian style, two sides of which form an open corridor, its roof supported upon pillars of richly colored marble, from which a wide expanse of beautiful country is seen, the view stretching over and beyond Lawrence and the historic Andovers. Prominent in the town is a shaft in granite and bronze, erected by Mr. Tenney, at a cost of \$20,000, to commemorate the memory of the men of Methuen who fell on Southern battlefields. The town supplied a company of the 6th Mass. Inf., the first regiment to pass through Baltimore for the defense of Washington upon the outbreak of the war.

Nov. 23, 1866, Mr. Tenney was married to Fannie H. Gleason, daughter of Daniel Gleason, and has one child, Daniel G. Tenney.

JOHN TAYLOR TERRY, banker, a native of Hartford, Conn., born Sept. 9, 1822, comes from the best Puritan stock, being descended through both parents directly from Gov. William Bradford, of Mayflower fame. He also traces his line to John Haynes, Governor of Massachusetts in 1635 and Governor of Connecticut in 1639, and to Samuel Wyllys, Governor of Connecticut in 1642. Various others of his lineal ancestors were conspicuous in official life in Connecticut and Massachusetts as Senators and Representatives and as officers and soldiers of the War of the Revolution from the two States named. His father, Roderick Terry, was a merchant of Hartford, Conn., and President of The Exchange Bank.

The young man gained an excellent education in the schools of Hartford, Westfield, Mass., and Ellington, Conn., and then with the thrift and resolution, which characterize the best type of the people of New England, applied himself to work, as clerk for his father, in Hartford. After a trip to Europe, he came to New York city in December, 1841, to enter the employment of E. D. Morgan, who was then engaged in extensive commercial enterprises, and made such rapid progress that he was admitted to partnership in 1844, and has now rounded out a full half century as an active spirit in this great house, having been a partner since the date above. In time, the operations of this house were extended to banking, the negotiation of railroad securities, and the reorganization and promotion of important lines of transportation, in addition to the importation of merchandise from every part of the world.

Mr. Terry has taken a conspicuous and successful part in many large transactions. It was he who aided Cyrus W. Field, during the latter's famous speculation in Manhattan Elevated Railway stock, in obtaining the friendly support of Jay Gould, which saved Mr. Field's fortune at the time from annihilation. He is vice-president of The Mercantile Trust Co., and director of The Western Union Telegraph Co., The American Exchange National Bank, The Metropolitan Trust Co., The Bank of New Amsterdam, The American Fire Insurance Co., The Texas & Pacific Railroad, The Wabash, St. Louis & Pacific Railroad, The International Ocean Telegraph Co., The American Telegraph & Cable Co., The St. Louis, Iron Mountain & Southern Railroad, The



Geo. A. Terry

Commercial Insurance Co., of London, The American Fire Insurance Co., of New York, and other corporations.

While Mr. Terry was not burdened in his earlier life with the serious struggles which retard the progress of many young men, his success is not due to that fact, but to the purity of character, the self reliance, clearness of mind, sound judgment and energy, which were the noteworthy features of his subsequent career. He has made his own way, borne many responsibilities and passed many critical periods with entire prudence, calmness and success. Few among the bankers of the city now enjoy so completely the respect and confidence of the financial world. He is a strong supporter of philanthropic work in town, and a trustee of The Presbyterian Hospital and The New York Institute for the Deaf and Dumb, as well as a member of the Union League club, The New England Society, and, by virtue of lineal descent from several ancestors, of The Sons of the Revolution. In 1846, he was married to Elizabeth Roe Peet, of Brooklyn, and has two sons living, the Rev. Roderick Terry, D. D., of Brooklyn, and John T. Terry, jr.

LEWIS GREENE TEWKSBURY, banker, a native of Manchester, N. H., was born March 31, 1862, the son of Elliott Greene Tewksbury, a bookseller, and Submit Roberts, his wife. Graduating from the local High School, Mr. Tewksbury secured a place as clerk in Perry's drug store in his native city, at the age of fifteen, at \$100 a year salary, and entered upon labors, which kept him busy about sixteen hours a day. Three years later, by means of a loan of \$9,000 from his family physician, he bought the store, worked harder than ever, paid off the loan, and built up the second largest prescription trade in New England and probably the largest drug business in New Hampshire. Then, selling on favorable terms, he made a tour through the West, investing most of his money in real estate in Kansas and Nebraska. Later, he settled in New York city, where he opened a stock brokerage office on New street. Beginning with no assistants except an office boy, he advertised his business with so much energy that in a few years increasing business compelled him to move to the Tower building on Broadway, of which he was the first tenant, and he now occupies a whole floor and employs a force of about seventy-five clerks. He now conducts an extensive and lucrative business and is a man of fortune. His success is due to adherence to the old maxim that if a man does not attend to his own business no one else will perform that favor for him. He has established excellent connections abroad. Mr. Tewksbury is not married and is a member of several prominent clubs here and elsewhere.

EDWARD VINCENT THEBAUD, merchant, born at the corner of Greenwich and Albany streets, New York city, Jan. 29, 1824, descends from an old family of shipping and commission merchants, established by Joseph Thebaud, a native of France, who came to America about 1793, as agent for The East India Co. of France and of various other French merchants. He settled first in Boston, later in New Haven, where he married a daughter of Philip Le Breton, a Martinique merchant, and finally removed to New York city. Here he engaged in foreign trade, rose to high rank as a merchant, and, in his home on Beekman street, became noted for his hospitality and passionate love of flowers. He owned extensive greenhouses on Orchard street. Of his two sons, John J. and Edward Thebaud, the latter, after a training in the house of Gardner G. Howland, engaged in foreign trade with Joseph Bouchaud, his step father, in the firm of Bouchaud & Thebaud. The firm imported native goods from France, shipped

abroad large quantities of American products, and also owned many vessels in the trade with France and Mexico. Edward Thebaud married in 1823 Emma, daughter of Vincent Classe van Schalkwyck de Boisaubin, a noble exile from France, member of the body guard of Louis XVI., who settled in Madison, N. J., in 1793, coming from the Island of Guadaloupe. His son, Edward V. Thebaud was educated in St. Mary's College in Baltimore and then entered the counting room of Bouchaud & Thebaud in 1841. In 1850, he was admitted to partnership, the firm then being Bouchaud, Thebaud & Co. The senior partner retired shortly afterward, when the house took the name of Edward Thebaud & Son and in 1858 became, through the retirement of the then senior partner and the admission of Paul L. and Delphin E. Thebaud, Edward Thebaud's Sons. In 1859, the business was united with that of Moller & Rieva as Rieva & Thebaud. The connections of the house were originally with France, but as time went on their operations extended gradually, and for many years they transacted an excellent trade with Mexico, South America, etc. Various changes took place in the personnel and title of the firm, and in 1874, the three brothers again united under the new name of Thebaud Bro's. These gentlemen have commended themselves by their fine character and excellent abilities. The senior partner retired Dec. 31, 1892, and now spends his time in well earned leisure at a country seat in Madison, N. J., near which place his father dwelt before him. First married to Julia Moller, he had three children, Louisa, Edward and Emilia. In 1889, Mr. Thebaud was married to Elizabeth Hewlett, daughter of Townsend Scudder, of the law firm of Scudder & Carter, and they have one son, Leo Hewlett Thebaud.

GEN. SAMUEL THOMAS, financier, manufacturer and soldier, is a native of Ohio. His parents were from Eastern Virginia and of Scotch-Irish descent. Capt. James Thomas, his father, a man of marked ability and great force of character, settled in Lawrence county, Ohio, in 1807, and married a daughter of Capt. John Callihan, whose family emigrated from the banks of the Potomac to Ohio soon after the War of 1812, in which he was engaged.

After his school life in Marietta, the subject of this biography, at the age of seventeen, accepted a position as junior clerk with The Keystone Iron Co. During the four years of his service with the company, he won the commendation and confidence of his employers and was promoted to the highest position except one in the service.

The exciting political questions of this period, from Fremont's campaign in 1856 to that of Lincoln in 1860, made politicians of the young men of the State. General Thomas became an ardent Republican when that party was formed and has been a zealous opponent of the Democratic party and its principles to the present time. Since his removal to New York, he has been prominently connected with Republican politics, as a member of State and National conventions, treasurer of the State Committee and member of the County Committee.

In August, 1861, he enlisted with one hundred of his associates, most of whom had occupied positions in the iron works under his control, and was elected First Lieutenant of the company. This became subsequently a part of the 27th Ohio Vol's, forming afterward a part of the famous Ohio brigade, commanded by Gen. John W. Fuller. General Thomas served with distinction in this regiment until the spring of 1863, when he left the command, having in the meantime become a Captain by promotion, to engage in the organization of colored troops, previously authorized by the

War Department. In Sherman's famous "march to the Sea," he was with the reserve forces, which probably did more hard fighting than those who formed the victorious advance. He organized the 63d and 64th United States Colored Infantry, and was promoted to the Lieutenant-Colonelcy of the former and afterward to the position of Colonel of the latter regiment. So successful was General Thomas as Provost Marshal and commanding officer, that he was warmly recommended by Gen. George H. Thomas, and this resulted in his promotion to brevet Brigadier General. When, after the War, the United States Government appointed a Commission for the care and protection of the freedmen in the Southern States, General Thomas was made Assistant Commissioner for Mississippi and acted in that capacity during the first year of the reconstruction period. In May, 1866, he became Assistant Adjutant to General O. O. Howard, who was then in charge of the Freedmen's Bureau in Washington, which position he held until January, 1867, when he resigned and returned to civil life.

He began business again with Gen. M. Churchill, who was extensively engaged in the iron industry in Zanesville, Ohio.

In 1872, the coal and iron interests of the Hocking Valley having assumed important proportions, he was selected by the late Governor William Dennison to go to Columbus and take control of the construction and operation of rolling mills and blast furnaces at that point.

He soon became prominent in Columbus as a member of the city government, banker and manufacturer, and was active in all efforts to promote the welfare of the city and State. Through the management of large iron interests, he became engaged in mining and was the leading spirit in developing the coal and iron properties of the Hocking Valley. This work brought him into contact with prominent railroad men, and, in 1878, he joined a syndicate of Columbus capitalists and engaged in railroad building in the South and West. He was one of the originators and constructors of the "Nickel Plate" road, The Ohio Central from Toledo to Charleston, the roads from Columbus to Toledo, from Columbus to Gallipolis, Springfield and Pomeroy, and The Lake Erie & Western, as well as many other lines in Kentucky, Virginia and Georgia. Owing to his large interest in railroad properties in the South, he accepted the presidency of The East Tennessee, Virginia & Georgia, The Knoxville & Ohio and The Memphis & Charleston Railroads, and saw these roads grow from insignificant properties to one of the most important and extensive railroad systems in the country, reaching almost every point of the South and operating over 3,000 miles of line. He became president of The Cincinnati Southern and The Alabama Great Southern, and a director in The Richmond & Danville, The Georgia Central and The Richmond & West Point Terminal systems. He took an active part in the reorganization of these properties as The Southern Railway Co.

During this period, also, he became a leading contractor in building the Croton Aqueduct for New York city, and in connection with The Canadian Pacific Railway, of which he is a director, he built The Duluth, South Shore & Atlantic Railroad and became its president. He is also president of The Louisville, New Albany & Chicago Railway and The American Straw Board Co., and a director in The Texas & Pacific, The Knoxville & Ohio, The New York & New England, and The Southern Railway companies, The Pacific Mail Steamship Co. and The National Linseed Oil Co.

Business interests induced General Thomas, in 1881, to remove to New York city.

where he is largely engaged in banking. He is a director in The Chase National Bank, and The Manhattan and The Metropolitan Trust Co's, and a member of the Stock Exchange. He belongs to many of the best clubs in town, including the Union League, Republican, Riding, Lawyers', New York Yacht, and Adirondack League, and The Ohio and Southern Societies, as well as the Loyal Legion and Grand Army of the Republic.

COL. WILLIAM P. THOMPSON, manufacturer and financier, a scion of one of the excellent old families of Virginia, and born in Wheeling, then in Virginia, Jan. 7, 1837, is of Irish extraction. His father, the Hon. George W. Thompson, member of Congress, and from 1852 to 1861 Judge of the Circuit Court, was a man of brilliant abilities, being not only a jurist but a student of philosophy, an extensive reader and the author of refined and graceful verse. Although a supporter of the Union of the States, Judge Thompson came into conflict with the Federal authorities in 1861 on questions growing out of the Civil War and was in consequence deprived of his judicial office. The mother of Colonel Thompson, a daughter of the Hon. Daniel Steenrod, long a member of Congress from the Wheeling district, was a social leader in her city and noted for her beautiful character and superior talents.

Colonel Thompson's delicate health during boyhood gave no promise of the robust physical vigor, into which he grew in time. He possessed an active mind and was fond of books and, in the Wheeling public schools and at Jefferson College in Pennsylvania, where he spent one term, showed a marked aptitude for study. Failing health compelled him to leave college before graduation; and he then spent a year profitably in recruiting his vitality in the backwoods life of Marshall county, Va., where he engaged in lumber operations. The woods suited his adventurous nature and gave him agreeable employment until larger affairs pressed upon his attention.

In every Southern family, politics has been from time immemorial a theme of constant discussion, but Colonel Thompson was especially born to politics, owing to the fact that his father and uncle had been Congressmen, active leaders of their party, and keenly interested in public affairs. He grew up in an atmosphere in which politics was constantly talked and was honored with his father's entire confidence in these matters at an early age. While in Marshall county, the young man's kindness to the rough farmers and country people of the woodland region and the many homely services he performed for them in writing their letters, drawing up their legal documents, and aiding them with sagacious advice, so endeared him to the people, that his friends voluntarily brought his name forward in 1856, for a nomination to Congress. The young man was in reality ineligible to the office, not having yet attained his majority; but his friends made his candidacy a serious one. As a result, a strong combination was formed in opposition to him, and the usual slanders upon a rising man's reputation came into circulation. When he heard that his opponents had set afloat various misrepresentations, the young man traded a work horse for a spirited mare and galloped to the district school house in which a caucus was being held, determined to meet his opponents in open battle and have it out with them. He met the people just leaving the school house, where, in response to hostile oratory, they had agreed to oppose Colonel Thompson's nomination. At his request, the meeting reconvened to hear his defense. He declared that he had neither sought nor desired a nomination, but that he did demand a vindication of his character from those who knew him. The meeting reversed its action. Later, after a spirited contest, the Democratic convention of the



W. P. Simpson

district finally placed him in nomination for Congress. Colonel Thompson then came before the convention, thanked the delegates for the honor conferred upon him, but declined to accept, and commended to the suffrages of his friends another nominee. His suggestion was promptly ratified, much to the chagrin of his opponents.

The life of Marshall county having restored his health, Colonel Thompson fitted himself in Wheeling for practice of the law and in 1857 was admitted to the bar. Resolving to establish his office in a part of the State over which his father had no jurisdiction, in order to relieve both father and son from embarrassments during the trial of cases in court, Colonel Thompson removed to Fairmont in Marion county and formed a law partnership with Alpheus F. Haymond, and here he spent the next four years in the tranquil pursuit of his profession.

The agitation which preceded the Civil War found both Judge Thompson and his son strongly opposed to secession. They favored an appeal to reason and a fair compromise of the questions at issue between the North and South. When, however, Virginia had taken the decisive step and declared her withdrawal from the Union, both father and son cast in their fortunes with their native State and Colonel Thompson enlisted in the Confederate service. His first service took place upon the staff of Gen. Thomas S. Haymond of the West Virginia militia, as aide de camp; and in that and other positions he served until the end of the war. It was he who bore to the authorities at Richmond the suggestion, made by a private conference of leading citizens of West Virginia, that a demonstration should be made to save their part of the State, which ended in Stonewall Jackson's famous descent upon Harper's Ferry. Returning from Richmond to West Virginia, Mr. Thompson organized the Marion Guards, became their captain and developed a boldness and energy, which foreshadowed the brilliant career which fate had in store for him after the War. He took possession of Fetterman with three companies, and later led the Marion Guards in the battle of Phillippi, and took part in the engagements at Laurel Hill, Cheat Mountain, Greenbrier River, and Alleghany Mountain. In this last battle, his brother, Lewis S. Thompson, was killed while gallantly leading a charge. He served in the memorable campaigns of Stonewall Jackson, Breckinridge and Early; and, as colonel of the 19th Va. Cav., established a reputation as a daring and brilliant commander, figuring in the hottest engagements in Virginia and around Richmond until the return of peace.

After the War, he resumed the practice of the law but was diverted therefrom by an unexpected difficulty. West Virginia was yet moved with the passions of the civil conflict, and Colonel Thompson's sympathy with the Confederacy aroused so much antagonism that Judge Stewart of Doddridge county was the only judge in the State who would allow him to practice; and when the residents threatened this courageous official with impeachment, Colonel Thompson withdrew, unwilling to bring persecution upon his friend. But this unforeseen occurrence did not daunt the Colonel or compel him to retire from active participation in affairs. A good lawyer is always more than half a capable business man, and Colonel Thompson now threw himself with energy into commercial pursuits.

In July, 1866, he removed to Parkersburgh and engaged in the petroleum business in company with his brother-in-law, the Hon. J. N. Camden, United States Senator, and with W. N. Chancellor, under the style of J. N. Camden & Co. Owing to the preoccupation of Senator Camden and his necessary absence from the State on public busi-

ness, the practical management of the works soon devolved almost entirely upon Colonel Thompson. Through his enterprise and excellent management, the petroleum interests of the firm were greatly promoted. When a vein of lubricating oil was discovered near Parkersburgh, J. N. Camden & Co. bought the land and soon became the largest dealers in oil suitable for lubricating purposes in the world. They established refineries of their own, and rose to such importance in the industry as to attract the attention of The Standard Oil Co. In 1875, the firm allied their interests with the great corporation named, and re-organized their own business under the name of The Camden Consolidated Oil Co., Senator Camden taking the place of president and Colonel Thompson that of vice president. The latter now found ample scope for the energy, organizing ability and power of management, the possession of which in a marked degree had been disclosed by experience. He bought practically all the refineries in Parkersburgh and Marietta, aided in securing desirable connections throughout the West, and otherwise greatly extended the operations of his company.

In 1882, Colonel Thompson became secretary, and in 1884, succeeded Oliver H. Payne as vice president of The Standard Oil Co., having general charge of the affairs of the company throughout the States west of Buffalo. The growing business of the corporation compelled his removal to New York city in 1887, and when The Standard Oil Trust was formed by a union of a number of separate companies, he became chairman of the Domestic Committee, having charge of its internal affairs. He identified himself heartily with the financial and social life of the metropolis, and although a very busy man soon gained a large circle of friends here. In 1889, he sought to retire from business, but this intention, long cherished, circumstances forbade him to carry out.

A few years before, arrangements had been made for a consolidation of all the leading factories of white lead, red lead and litharge, sheet lead and lead pipe, and several smelting plants and linseed oil factories, scattered throughout the United States, into The National Lead Trust. But the affairs of the combination were not in satisfactory condition, and the leading spirits of the trust united in inviting Colonel Thompson to undertake the task of re-organizing the new corporation. Having with some reluctance accepted the presidency of the corporation, with its enormous responsibilities, he engaged in the very delicate and important task entrusted to him. The trust had been capitalized with \$90,000,000 of stock, a sum four times as great as the actual value of the properties, which were assessed at about \$23,000,000, and the combination had been effected under an agreement, which the managers feared would not stand in law. The duty of reorganization involved protracted labor, great tact and a talent for organization, but Colonel Thompson was equal to the occasion. He succeeded in reducing the capital stock to \$30,000,000, and Jan. 1, 1892, organized The National Lead Co., to take over the assets of The National Lead Trust and carry on its business. By energetic labors, every dollar of indebtedness was soon liquidated, and the company placed on a solvent basis; and dividends have since been paid to the amount of several millions of dollars. The net earnings in 1892 were over \$1,900,000. The company now controls over ninety-five per cent. of the white lead production of the United States, and a number of allied industries. Unprofitable plants have been closed, and matters have been managed with so much prudence, that an active competition, which was at one time threatened, has vanished.

Colonel Thompson has accepted a share in the management of various other cor-

porations and is a director of The United States National Bank, The Southern National Bank, The Ohio River Railroad, The Monargough Railroad, The Monauga Coal Co., and The Huntington & Big Sandy Railroad, and is a charter member of The American Pig Iron Warrant Co.

In the spring of 1893, he bought the beautiful estate of Brookdale, in Monmouth county, N. J., including 840 acres of land, 140 head of fine horses, and a large number of cattle, belonging to the late David D. Withers, who had created there the most perfect breeding establishment in the country. The present proprietor lays aside the cares of business and finds recreation in the agreeable task of managing this property.

In 1864, Colonel Thompson was married to Evelyn, daughter of Col. Henry Moffat of Virginia, a member of one of the oldest families in the State. Three children have been born to them, two sons and a daughter. The family spend their summers at Brookdale, their winters at their home on Fifth Avenue in this city. The Colonel is greatly liked in social life. A tall, dignified, affable man, eloquent in speech, a good deal of a philosopher, and one who while never hesitating a moment to encounter and defeat opposition, nevertheless prefers to moderate the friction of life as far as possible, he has won the cordial respect and affection of a very large circle of friends. He is a member of the Manhattan, Lawyers', Players', Tuxedo and Racquet clubs and The Southern Society.

JONATHAN THORNE, merchant, a native of Washington, Dutchess county, N. Y., born April 20, 1801, died in New York city, Oct. 9, 1884. His father, Samuel Thorne, was originally a merchant, later a farmer, living at Thornedale in Dutchess county. The family were members of the Society of Friends. Jonathan, the only son, was destined for a mercantile career and left his school books and the farm to learn the dry goods business in the city of New York. A few years later, the leather trade presenting greater opportunities, in consequence of his marriage with a daughter of Israel Corse, he learned the art of tanning leather and devoted the larger part of his active life to the management of large tanneries in the States of New York and Pennsylvania, and the sale of leather in this city in that part of the municipality known as "the swamp," first in Jacob street, where the firm were known as Israel Corse & Son, and finally in Ferry street, under the name of Thorne, Watson & Co. He was long at the head of the latter firm. By his sound judgment, spotless character and great ability, Mr. Thorne commended himself to the entire respect of the business community and he was elected to the direction of a number of business corporations. Of The Leather Manufacturers' National Bank he was forty years a director. The Sixth Avenue Railroad, The Central Trust Co., The Pennsylvania Coal Co. he was also associated with for many years, as well as The Mutual Gas Co. From his father he inherited a large farm in Dutchess county which was at one time stocked with a valuable herd of imported cattle, he being one of the pioneers of their introduction into this country. Mr. Thorne was survived by his second wife, Eliza Fox, and five children by his first marriage, Edwin, Samuel, Jonathan, William and Phebe Anna Thorne.—His son, **JONATHAN THORNE, jr.**, merchant, was born in the city of New York, April 5, 1843. After graduating from Haverford College in Pennsylvania, he went into the leather business in this city with James McFarlan. This copartnership lasted a number of years. Then, having gained a thorough knowledge of the leather industry, Mr. Thorne, with his brother William, established the firm of J. & W. Thorne. Highly

respected for his character and abilities, he remained an active and successful member of the firm until he retired from business two years ago. The firm sold their tannery properties at that time, as did the majority of others in the trade, to The Union Tanning Co., a union of twenty-seven concerns of Pennsylvania. Mr. Thorne is a gentleman well known among substantial residents of the city and is a member of the Metropolitan, Union League and Down Town clubs. His summer home is in Black Rock, Conn.—**SAMUEL THORNE**, retired merchant, son of the late Jonathan Thorne, sr., was born in Dutchess county, N. Y., Sept. 6, 1835. He was educated in the schools of New York city and began business life as a leather merchant. After the death of his father, Mr. Thorne succeeded to a number of the latter's trusts and has since managed them with the well known ability of this conspicuous family. He is a director of The Sixth Avenue Railroad, The Pennsylvania Coal Co., The Bank of America, The New York Mutual Gas Light Co., and The Central Trust Co. In 1860, he was married to Phebe, daughter of William Van Schoonhoven of Troy, N. Y., and their children are Edwin, Margaret B., William V. S., Joel W., and Samuel Thorne, jr. An agreeable companion, Mr. Thorne has been elected to membership in several of the leading clubs of the city, including the Metropolitan, Union League, Down Town, Riding, Tuxedo, and Westminster Kennel.

DANIEL FAWCETT TIEMANN, manufacturer, was born on Nassau street, near Beekman, in this city, Jan. 9, 1805, and is a son of Anthony Tiemann, a native of Hesse-Cassel, Germany, and manufacturer of paints in this city. His mother came from Cambridgeport, Mass. As a lad, he first attended the school of the old Lutheran Church at Frankfort and William streets, and later, when his father had moved up to a small farm on 23d street, the school of Ebenezer Whiting. Jan. 31, 1818, his father brought him to the city and found him a place as clerk in the wholesale drug house of the Schieffelins at No. 193 Pearl street. There he remained six years, boarding in the meantime with the other clerks in Mr. Schieffelin's house. In 1824, a customer of the Schieffelins from Georgia offered him a clerkship and \$250 a year with his board, but his father made him a similar offer and he therefore entered the employment of A. Tiemann & Co. After a year of carting goods, he was assigned to duty in the factory and devoted himself earnestly to the labor of learning every essential detail of the manufacture of paints and colors. He increased the production of the works materially, was given charge of the factory, discharged every man addicted to drinking, and in 1827, when his uncle went to Germany, became a partner in the firm. In 1848, his father retired, and Mr. Tiemann then organized the firm of D. F. Tiemann & Co. to succeed to the business. Their factory in the old village of Manhattanville, now almost indistinguishable as a locality from the rest of the city, has grown into a large establishment, which gives employment to a large force of workmen and is an important local industry. The office is on West Broadway. Mr. Tiemann was for forty years or more greatly interested and active in local politics as a Democrat. Elected from the 16th Ward as Assistant Alderman, he became an Alderman in 1839. One of his acts was to stop the sale of liquor in the City Hall. In 1840, he moved up town to Manhattanville, from which place, after refusing office for some time, he was elected Assistant Alderman in 1849 and Alderman in 1850, holding the office until 1855. A Governor of the Alms House, 1854-57, he accepted reluctantly in the latter year a nomination for Mayor by the Citizens' Committee and defeated Fernando Wood in the election. As Mayor, he was

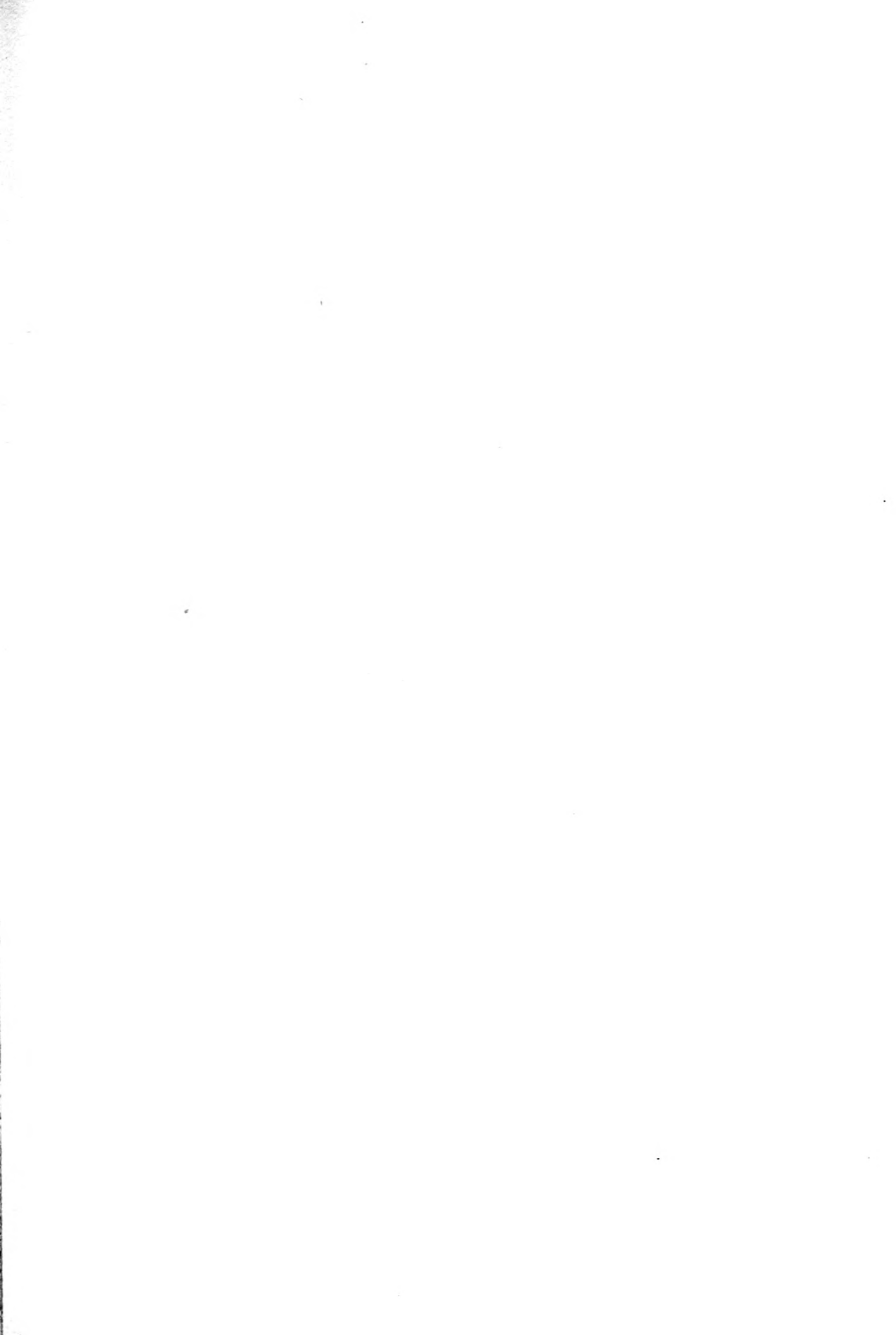
noteworthy for non-partisan appointments and with him originated placing the names of streets upon street lamps. In 1871, he became a State Senator. Mr. Tiemann is a member of the Chamber of Commerce, The New York Historical Society and The St. Nicholas Society, and a trustee of The Eye, Ear & Throat Infirmary and since its organization of Cooper Union. Aug. 30, 1826, he married Martha W. Clowes, a niece of Peter Cooper. The names of their children are Peter Cooper, Mary Newell, Julia Antoinette; Mary Clowes and John Anthony, both deceased; Sarah Cooper; Robert Pettigrew, deceased; Martha Clowes, Daniel and Benjamin Field Tiemann.

CHARLES LEWIS TIFFANY, founder of the house of Tiffany & Co., a man of great force of character and of remarkably quick and accurate judgment, is a prominent representative of the sixth generation of descent from Squire Humphrey Tiffany of England. The family lived for several generations in Massachusetts. Comfort Tiffany, the father of Charles L. Tiffany, married Chloe Draper and moved to Danielsonville, Conn., to engage in the manufacture of cotton goods, and here Charles L., his oldest son, was born, Feb. 15, 1812. He received his primary education at Danielsonville in a typical New England school, followed by a course at the Plainfield Academy and the Brooklyn, Conn., school. His first business training young Tiffany received in his father's cotton mill and country store. In 1837, at the age of twenty-five, he conceived the idea of going to New York, then a city of 200,000 inhabitants, to join his school-mate and friend, John B. Young, who had six months before obtained employment in a stationery and fancy goods store in that city. Mr. Tiffany's father agreed to loan the young men \$1,000, and they formed a partnership. Sept. 18, 1837, under the firm name of Tiffany & Young, in the face of perhaps the greatest commercial crisis in the history of the metropolis, they opened a little fancy goods and stationery store at No. 259 Broadway, in the lower half of an old-fashioned double dwelling house, with a front of about fifteen feet. From this small beginning has sprung the present house of Tiffany & Co.

Mr. Tiffany was quick to see the artistic and popular value of the Chinese and Japanese goods, which at that time began to be imported into this country at Boston, and he was the first to introduce them prominently before the New York public. In addition, the store was stocked with many other novel and unique goods, umbrellas, walking sticks, cabinets, fans, pottery and curiosities of every description. His idea proved a success from the start. Although the first three days' sales amounted only to \$4.98, the following year saw a steady growth of the business, and early in 1841 it was necessary to rent an adjoining store on the corner of Warren street. Bohemian glassware, French and Dresden porcelain, cutlery, clocks and fancy Parisian jewelry, in the order named, were added to the display.

In 1841, J. L. Ellis was admitted to the firm, which then took the name of Tiffany, Young & Ellis. The business had now assumed such proportions that the disadvantage of importing, without thorough personal knowledge of the European markets, made it expedient to send one of the members of the firm abroad annually, to secure the choicest novelties for their exclusive trade. In 1847, continued growth led to a removal to No. 271 Broadway. The firm undertook the manufacture of their own jewelry and silverware in 1848, and soon made this an important branch of their business. Their productions were, from the beginning, unique, fashioned with the highest skill, and designed to appeal to the best taste.

Diamond jewelry, watches, clocks, silverware and bronzes soon became the lead-





C. L. Tiffany

ing elements in the sales. The year 1848 was a notable one with this firm. Political disturbances in Paris caused diamonds to depreciate about fifty per cent. in value. All the available funds of the house were invested in diamonds. Large and valuable purchases were made abroad, and Tiffany, Young & Ellis at once took first rank as diamond merchants in the United States. This first large purchase of precious stones was followed by many others. In 1887, at the sale of the crown jewels of France, they bought for \$500,000 one-third of the entire quantity offered.

In 1850, Gideon F. T. Reed, formerly of Lincoln, Reed & Co., the leading jewelers of Boston, was admitted into partnership, and immediately afterward the first branch house was established at 79 Rue Richelieu, Paris, Mr. Reed becoming the resident partner and conducting the branch house under the firm name of Tiffany, Reed & Co. This branch house proved an invaluable acquisition to the firm, Mr. Reed's residence abroad enabling him to take prompt advantage of fluctuations in foreign markets, and it developed a large and profitable local trade in Paris. The Parisian branch now occupies spacious quarters at Avenue de l'Opera 36 bis. Since the retirement of Mr. Reed, it has been continued under the name of Tiffany & Co.

One of the first of Tiffany & Co's innovations was to use the highest practicable grade of silver in all their productions. They introduced the English standard of sterling silver, 925-1000 fine, and their example was immediately followed by all the other leading silversmiths of that period. Under the direction of the late Edward C. Moore, the originality and artistic beauty of the Tiffany silverware soon became so marked that prizes and extraordinary commendation were won at every successive World's Fair. At the recent Columbian Exposition, the house received fifty-six awards. Mr. Moore was a thoroughly practical silversmith and an artist of the highest order. His work created a new school of art metal workers, whose products were marked by an individuality and strength of character wholly different from that of any other manufacturer. The house developed a large business in the making of special presentation pieces. The modest little shop in which manufacturing was begun has grown to almost an entire block in Prince street, giving employment to about five hundred men.

In 1853, Mr. Young and Mr. Ellis retired. New partners were then admitted, and from that day the firm has been known as Tiffany & Co. In 1854, they moved to 550 Broadway, and then, in 1861, leased the adjoining building at No. 552. During the War, Mr. Tiffany was a staunch Union man and his store became a large depot for military supplies. In 1868, the firm were incorporated, with Charles L. Tiffany, president and treasurer; Gideon F. T. Reed, vice president; Charles T. Cook, general superintendent and assistant treasurer; and George McClure, secretary. Upon Mr. Reed's retirement in 1875, Mr. Cook succeeded as vice president. Charles T. Cook's connection with the house, of which he is now vice president, dates back to 1847, and, with forty-seven years' service to his credit, he heads the list as the oldest employé of the company. He entered the employ of Tiffany, Young & Ellis at the age of twelve, his business capital consisting of an extraordinary capacity for work, a marvelous memory, and uniformly good health. Since the incorporation of the business, he has shared with Mr. Tiffany the responsibility of its general management. To his executive abilities and judgment, Mr. Tiffany attributes much of the success which has come to the house.

Tiffany & Co. established a branch house in London in 1868. In 1870, they erected their present building at Fifteenth street and Union Square. Other new departments were added to the business, and the manufacture of electro-plated silverware was undertaken at works in Newark, N. J. There seems to be no limit to the expansion of the business of this great firm. Its operations are a marvel of the day. They are all, however, simply the outgrowth of the discriminating sagacity, the originality, and the energy exercised in the management of the business.

Mr. Tiffany is universally esteemed. He has never aspired to public office but has risen to a high position in the financial and social life of the city. A founder of The New York Society of Fine Arts and of the Union League club, he has also been a patron of The Metropolitan Museum of Art and a trustee of The American Museum of Natural History. His strong financial standing has caused his name to be sought by financial institutions, and he is a director in The Bank of the Metropolis, The Pacific Bank, The American Surety Co., and The State Trust Co. He is also a member of The National Academy of Design, American Geographical Society, New York Historical Society, the Chamber of Commerce and other organizations. In 1878, when the house was awarded the Grand Prix at the Paris Exposition, he was created Chevalier of the National Legion of Honor, and from the Emperor of Russia, Mr. Tiffany received the Gold Medal *Praemia Digno*, an exceptional tribute. The list of royal appointments is a long one, and practically includes all the royal courts of Europe.

SAMUEL JONES TILDEN, lawyer, born in New London, N. Y., March 15, 1814, died Aug. 4, 1886, at Greystone on the Hudson river. He came from Saxon stock and Nathaniel Tilden, his ancestor, was one of nine Puritans, who sailed from Kent for America in the ship *Ann* in 1634, and as commissioner aided in locating the town of Scituate, Mass. Joseph, his younger brother, was one of the consignors of the *Mayflower*. Mr. Tilden entered Yale College in 1832 but overtaxed by study returned to the old homestead. An open air life restored his health and he made several speeches upon President Jackson's contest with The Bank of the United States. In 1834, he entered the University of New York. He was admitted to the bar in 1841, began practice on Pine street, and, owing to his interest in politics, soon made his office the resort of the leaders of the Democratic party of this city. In 1844, with John L. O'Sullivan, he started a Democratic newspaper called *The Morning News* and paid personal attention to that journal for several months. After election, he gave his interest to Mr. O'Sullivan, declined the New York naval office, and resumed the practice of law. Mr. Tilden was one of the ablest and most respected leaders of the Democratic party of this State, and, although defeated for Attorney General in 1855, was elected Governor by the Democrats in 1874, in recognition of his services to the party. In 1876, he narrowly failed of election as President of the United States. No extended account of the excited controversy over that famous election is necessary here. But mention may be made of the fact, that Mr. Tilden and his friends declared indignantly that they were beaten in 1876 by fraud and maintained the claim so strenuously for years, that the public mind was in doubt as to the right of the matter until THE NEW YORK TRIBUNE obtained possession of several hundred cipher dispatches, which had passed between the Democratic leaders North and South during the campaign. These were translated by THE TRIBUNE and revealed an actual attempt to buy the electoral votes of several

States in favor of Mr. Tilden. During his active business career, Mr. Tilden gave his attention chiefly to railroad and corporation law. He received large fees for his services and by operations in stocks gained a large fortune. His funds sought the securities of The Cleveland & Pittsburgh Railroad, The International & Great Northern Railroad, The Delphic Iron Co, and other corporations. In the days of the consolidation of the elevated railroads, he was a heavy owner in their stocks also, but sold his shares in exchange for their bonds. He also invested largely in mineral lands in the Northwest, and being remarkably shrewd in investment, rarely lost money. He was never married. Mr. Tilden left a part of his fortune for a public library in this city. The will was not sustained by the courts, but by agreement among the heirs, the sum of \$2,000,000 was set aside for this purpose.

WILLIAM TILDEN, manufacturer, born in West Lebanon, N. H., died in New York city, June 26, 1869, at an advanced age. The family moved to Oneida county, N. Y., when William was a lad. During early life, he was a trusted friend of DeWitt Clinton, and aided him in the work of completing the Erie canal. In later years, he became widely known as a conspicuous manufacturer of varnish in New York city. Previous to 1830, all the finer varnishes seen in America came from England and France, but, in that year, Mr. Tilden began their manufacture here and until 1836 was the only producer of varnishes in America. As the pioneer and a successful one, he maintained the lead in the industry during a long period, although thirty or more competitors sprang up, one after the other, as soon as he had demonstrated the possibilities of the industry. He was the largest consumer of copal gum from Zanzibar and Africa and the first exporter of American varnish to South America and Mexico. William Tilden Blodgett, a nephew, was admitted to partnership in 1847, under the name of William Tilden & Nephew. After 1862, a branch house was established in Canada. Mr. Tilden served The Pacific Bank for many years as its president, and was largely interested in real estate, doing much to improve many of the newer parts of the growing metropolis. His greatest service to the public was the establishment of the Tilden Female Institute in West Lebanon, N. H., his birthplace.

THOMAS TILESTON, merchant and banker, born in Boston, Mass., Aug. 13, 1793, died in New York city, Feb. 29, 1864. He was born amid humble circumstances, and at the age of thirteen learned the trade of a printer in Boston, beginning on a salary of \$30 a year and board. He grew up with the firm, rose to positions of responsibility, and when, in 1815, the firm became embarrassed, having meanwhile removed to Haverhill, he took charge of the establishment. By energy and good management, the debts were paid off in a few years' time and the business placed upon a profitable basis. In 1818, he came to New York with Paul Spofford to represent a number of the manufacturers of Haverhill and established the firm of Spofford & Tileston. In 1822, Spofford & Tileston accepted the agency of a line of packet vessels, trading between Boston and New York, and soon began trading on their own account to Cuba and South America, exporting American goods and importing coffee and tropical products. Next, they bought vessels of their own for this trade, many of them clippers, and in 1850 engaged in the trade with Liverpool as owners of the Dramatic line of packets, for which they constructed many beautiful and famous clipper ships of the largest size. They were among the first to employ steamers in their Southern trade and became in time large owners of ocean tonnage, well known in Europe and America,

both partners gaining large fortunes. Upon his election as president of The Phoenix Bank in 1840, Mr. Tileston entered the field of financial affairs and was as successful therein as in other pursuits. He actively promoted the formation of the Clearing House Association and was long a director of The Atlantic Insurance Co., whose affairs he closed up in 1859.

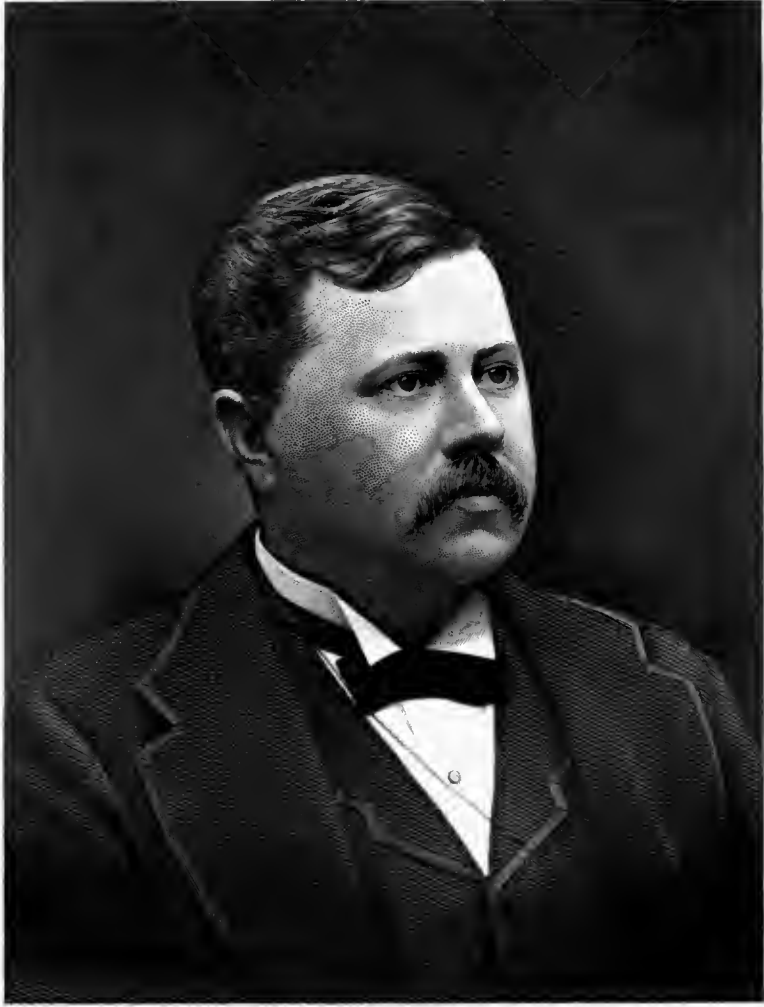
FRANK TILFORD, merchant, is the youngest son of the late John M. Tilford, one of the founders of the widely known mercantile corporation of Park & Tilford, and of his wife Jane, daughter of William White. He was born in New York city, July 22, 1852. He attended the schools of the metropolis, completing his education at the Mount Washington Collegiate Institute. Inheriting his father's aptitude for trade, he manifested a proclivity in this direction in his early youth; and although other avenues of usefulness were opened to him, had he desired to pursue them, he followed the natural bent of his mind in selecting the field in which his father had gained a conspicuous place among the great merchants of the country.

Animated by a laudable desire to emulate his father, he entered the store of Park & Tilford, at the corner of 9th street and Sixth avenue, accepting the humblest position among his fellow workmen. The value of a thorough knowledge of the business, such as his father had himself acquired by systematic apprenticeship, was so great, that the son of the proprietor was required to begin at the right place, to do his work thoroughly and to look for advancement only when he had become perfectly familiar with each successive department. In this practical manner, the young man employed his time until a new store was opened at the corner of 38th street and Sixth avenue, in October, 1873. He was placed in charge of this store and found himself in a position of responsibility, such as was well calculated to try the mettle of a young merchant, who was then only twenty-one years of age. His careful training had well fitted him, however, for the task. He paid the closest attention to the business and proved himself a capable and successful manager. Mr. Tilford soon attracted attention by his fine character and business ability. In 1874, he had the honor to be elected one of the directors of The Sixth National Bank; being at that time the youngest bank director in the city. For ten years, he served in this capacity. At the death of Francis Leland, the president of the bank, he resigned.

In 1876, he joined the Real Estate Exchange, and, from that time to the present, has been an extensive operator in real estate, both in Harlem and on the West Side above 59th street, displaying in this field a keen business foresight and discriminating judgment, which have been rewarded with success. In 1885, he was elected a trustee of The North River Savings Bank. During the same year, Park & Tilford opened a branch store at 59th street and Fifth avenue, and Mr. Tilford was placed in charge of this establishment. Even this additional increase of labors was not sufficient to employ all of his active energies; and in 1889, together with George G. Haven, he organized The Bank of New Amsterdam, of which Thomas C. Acton is president. Mr. Tilford has been vice president of the bank from the day it opened.

The business of Park & Tilford had developed to such large proportions that, in 1890, it was thought advisable to conduct it thereafter as a close stock corporation. The change was consummated in October, 1890. John M. Tilford was elected vice president of the company, but he died Jan. 7, 1891, and his son Frank was then elected to succeed him.





Frank T. [unclear]

Mr. Tilford leads a busy life, but his work is congenial to his tastes, and he is so well adapted both mentally and physically for his labors, that he finds nothing except enjoyment in his activity. Besides his grocery, banking, and real estate business, he is a director in a railroad and gas company, treasurer of The Hancock Memorial Association, president of The New Amsterdam Eye & Ear Hospital, a school trustee, and, since 1887, an active member of the Chamber of Commerce. As a member of the Executive Committee of The Grant Monument Association, Mr. Tilford did much able and successful work in raising the money for the completion of the monument. For the past fifteen years, he has been a regular attendant and vestryman of the Rev. R. Heber Newton's church. He is also a trustee of two summer homes for children.

As a business man, Mr. Tilford possesses ability of a high order. In energy, executive force, quickness of business conception, and that rare power necessary to the successful management at the same time of complex and varied interests, he has shown himself a worthy successor of his father. While his time is so thoroughly taken up with the engrossing demands of his business, he treats with unfailing courtesy the humblest claimant upon his time and attention. A man of natural kindness of heart, his sympathies are easily excited and are never appealed to without generous response. He finds time even amid business cares to become interested in public questions, and cheerfully contributes both his time and means to advance whatever in his opinion is in the interest of the public good. He has, however, disregarded all suggestions for entering political life, preferring the more congenial field of a strictly business career. He is of a social and happy disposition but plain in his tastes and avoids everything which partakes of the least appearance of ostentation.

He was married Nov. 16, 1881, to Miss Julia Greer, daughter of the late James A. Greer, and granddaughter of the late George Greer, who was for many years a sugar refiner in this city. They have two daughters. Domestic in his tastes and devotedly attached to his family, Mr. Tilford, although a member of many clubs, can always be found at his home after business hours, preferring the enjoyment of the home circle to any other place on earth. By hard work, close application and genuine merit, he gained for himself, early in life, a well recognized position in the mercantile world. Not only has he proved worthy of the name he bears, but judged by his past he will add to the power and success of the great business house which his father aided to found and did so much to establish.

He is a member of the Union League, Colonial, Republican, Vaudeville, Rockaway Hunting, and other clubs and of The Sons of the Revolution.

WESLEY HUNT TILFORD, director in The Standard Oil Co., a representative of one of the old families of Kentucky, was born in Lexington, Ky., July 14, 1850. His father, John B. Tilford, was a banker there and in New York city for over twenty-five years. Wesley came to the metropolis at the age of fifteen and attended the school of George Payne Quackenboss, well known on account of his numerous school text books, and afterward became a student at Columbia College. He engaged in business in New York city at the age of nineteen, first entering the employment of his brother, who was a partner in the firm of Bostwick & Tilford, petroleum merchants. In 1872, the firm was dissolved and a new one succeeded under the title of J. B. Tilford, jr. & Co., composed of the two brothers Tilford. They transacted a large business, and in 1875, had become of so much importance that they were invited to identify themselves

with The Standard Oil Co. Mr. Tilford is now an officer and director in a number of corporations, which act in harmony with The Standard Oil Co. Of The Standard Oil Co., of Indiana, which controls petroleum production and refining in Indiana and Illinois, he is the president. Mr. Tilford is popular among his associates, a Democrat in politics, and a member of the Metropolitan and Manhattan clubs and The Southern Society.

WILLIAM JAY TINGUE, manufacturer, born in Fort Plain, N. Y., on March 21, 1837, entered the arena of life with an excellent constitution and a good education received at Canandaigua Academy. The school of experience through which he passed in young manhood aided him to attain the success which has attended his later years.

His father, Simon Tingue, one of the early settlers of Fort Plain, N. Y., and a leading merchant of the place, was one of the foremost in all enterprises which built up that village and gave it the standing, which it now enjoys as the most successful town of the Mohawk Valley.

Behind the counter of his father's store, the son took his first lessons in business, and there displayed an interest in the welfare of the store which was soon appreciated. After two years' trial, his father gave him a share in the firm and, at the age of nineteen, the sign of S. Tingue & Son appeared.

Business grew each year under the new management. Three years later, the father retired and the firm became Tingue Bro's, composed of the subject of this sketch and his younger brother, John H. Tingue. The retail trade having become the largest in the Mohawk Valley, a jobbing trade was finally added. Jobbing of goods then became the ambition of the firm and New York city was to be the point. A customer was soon found to take the stock with the good will of the well established business at a fair price, and this accomplished the brothers brought their capital to New York and the firm of Tingue, Harbison & Shiner, jobbers of cloths, was established in 1866. Five years of success led the subject of this sketch to the manufacturing of woolen goods. The mills at Glenville, Conn., were bought from Hoyt, Sprague & Co., the firm taking the name of Tingue, House & Co., in 1874.

The purchase of the mills at Glenville caused Mr. Tingue to take up his residence at Portchester, N. Y., in order to be near his works. The mills had been standing idle for two years and the resumption of operations was felt in the extra trade it gave to Portchester, while the development of property by Mr. Tingue in and around Portchester opened up some of the most beautiful locations for country residences which are to be found about New York. His foresight in discovering the availability of the crags and rocks, which skirt Long Island Sound near Portchester, has resulted in the construction of beautiful suburban residences, which grace the shore and which through his efforts have been established there. Among the prettiest of these is the summer residence of Mr. Tingue. "Glen Airlie" on the Sound is known far and wide for its beauty and the hospitality of its occupants.

Mr. Tingue is senior member of the firm of Tingue, House & Co.; president of The Hawthorne Mills Co., having woolen mills at Glenville, Conn., and The Tingue Manufacturing Co., having plush mills at Seymour, Conn.; president of the board of trustees of the Clinton Liberal Institute at Fort Plain, N. Y., and the Church of the Divine Paternity (formerly Dr. Chapin's), New York; and member of the Union League club, New York.

CHARLES ALMERIN TINKER, a descendant of John Tinker, one of the early settlers of Windsor, Conn., was born in Chelsea, Vt., Jan. 8, 1838. Taken to Michigan in infancy, he grew up in that State, tried to gain a good education, and left Seabury College in Vermont before graduation, owing to illness. Securing a place as post office clerk in Northfield, Vt., in 1852, he learned telegraphy and after 1855 served as operator successively in Boston, on Cape Cod, and in Pekin, Ill., and after 1857 in the employment of The Chicago & Rock Island Railroad. In 1859, he became bookkeeper and operator for The Galena & Chicago Union Railroad. During the War, he declined a Lieutenant Colonelcy and served as operator at the front under Generals McClellan, Banks and Wadsworth, later becoming in turn cipher operator at Washington, manager of the military telegraph lines, and manager of the Washington office of The Western Union Telegraph Co. In January, 1872, he removed to St. Albans, Vt., to take charge of dispatches for The Vermont Central Railroad, but in 1875 was called to the higher position of general superintendent of The Atlantic & Pacific Telegraph Co., giving this up in 1879 to become superintendent of the lines of The Baltimore & Ohio Railroad. He aided Jay Gould and J. N. Bates in organizing The American Union Telegraph Co. and took charge of one of its divisions. In 1881, he entered the service of The Western Union Telegraph Co., with which he has since remained. He is interested in various telephone and telegraph companies. In 1863, Mr. Tinker married Miss Lizzie A. Simpkins of Ohio, who died in 1890, leaving three children.

DANIEL TORRANCE, banker, a native of Montreal, Canada, died in New York city, Nov. 19, 1884. His father was an importer of tea in Montreal and later in New York city. Daniel grew up in the mercantile business of his father and carried on the trade here. He was a capital merchant and met with marked success. Through his marriage with Sophia, daughter of Cornelius Vanderbilt, Mr. Torrance gradually came to take an interest in transportation enterprises, and was at one time vice president of The New York Central Railroad, but gave up that position after the consolidation with The Hudson River Railroad. Afterward, he was president of The Ohio & Mississippi Railroad. He retired from business in 1876, and spent his latter years principally in Europe. He was a man of excellent ability but quiet tastes, and spent most of his spare time quietly at his home in this city and at Newport. His wife survived him.

SINCLAIR TOUSEY, president of The American News Co., born in New Haven, July 18, 1815, died in New York city, June 16, 1887. He came from a New England family. His father was Zerah Tousey, and one of his ancestors was the Rev. Thomas Tousey, a graduate from Yale College in 1707, the first clergyman in Newtown, Conn., and for many years a man of note. Left an orphan when a boy and thrown upon his own resources, Sinclair received a common school education only and at different times during his early career lived in Poughkeepsie and Pleasant Valley, N. Y. In 1853, he became a wholesale news agent and bookseller in New York, in the firm of Ross, Jones & Tousey, and the later firm of Ross & Tousey, afterward becoming sole proprietor. In 1864, Mr. Tousey helped form The American News Co., which bought the trade of himself and several other wholesale dealers. Elected president of the new company, Mr. Tousey occupied the office until his death. He joined the Republican party when it came into existence, and at one time declined the nomination for Mayor of this city. He was an enthusiastic anti-slavery man and with all his power aided the cause of free-

ing the slaves He enjoyed the acquaintance and friendship of Gerrit Smith, Horace Greeley and other prominent anti-slavery men, and was a member and at one time vice president of the Union League club, vice president of The Hahnemann Hospital and a member of The Society for the Prevention of Cruelty to Children and The Society for the Prevention of Cruelty to Animals. For many years, he was chairman of the executive committee of The Prison Association and devoted a large portion of his time to its work. A good speaker and debater, Mr. Tousey was also the author of "Papers From Over the Water," a series of letters from Europe, and of "Indices," the latter being letters and articles on questions of the times.

HENRY ROBINSON TOWNE, manufacturer, a native of Philadelphia, and born Aug. 28, 1844, is a son of John Henry Towne, mechanical engineer and proprietor of the Southwark foundry and part owner of the Port Richmond Iron Works, both of Philadelphia, and famous for having given \$1,000,000 at his death, in 1875, to the scientific department of the University of Pennsylvania. The family descends from William Towne, who emigrated from Yarmouth, England, to Salem, Mass., about 1640. Educated in a private school and the University of Pennsylvania, Mr. Towne entered the Port Richmond Iron Works, represented the firm in building the engines of the monitors *Monadnock* and *Agamenticus*, made a trip to Europe, was for a time with William Sellers & Co., of Philadelphia, and then rejoined the Port Richmond Iron Works. In October, 1868, Linius Yale, jr., and he established a small factory in Stamford, Conn., to manufacture the inventions of Mr. Yale. The Yale & Towne Manufacturing Co., whose works are yet located in Stamford, with others in Branford, Conn., was practically founded and has been entirely developed, by Mr. Towne. Mr. Yale died in December, 1868. The principal products of the company are the celebrated Yale locks, which have proved a safeguard against thieves, are immensely popular, and have an extended sale. The present works cover more than twenty acres of ground, and employ about 1,200 men. Mr. Towne is interested in The American Dredging Co., and is a director in several corporations, and member of The American Society of Civil Engineers and The American Society of Mechanical Engineers. In 1868, he was married to Cora E., daughter of John P. White, of Philadelphia, and their children are John Henry and Frederick Tallmadge Towne. He is a very capable and clear headed man. He spends much of his time in Stamford, but, since 1892, his winters in New York city, and is a member of the Century, Engineers', Reform, St. Anthony, Lawyers and Hardware clubs.

SAMUEL TITUS TOWNSEND, realty owner, born in this city at the corner of Duane and William streets, April 20, 1830, died at his home, No. 108 Pierrepont street, Brooklyn, Jan. 29, 1893. His father, Benjamin Townsend, was a general provisions and shipping merchant, an Alderman of New York city and a member of the Tammany Society, while his mother was Mary A. Bennett. The family is a branch of the one in Norfolk county, England, of which Marquis Townshend of Raynham Hall is the head. The American founders of the family came to Massachusetts Bay early in the seventeenth century and were first settlers of Oyster Bay, L. I., and prominent during the Revolution and subsequently. Samuel was well educated at Nazareth Hall, Bethlehem, Pa. Being left an orphan before reaching his majority, he devoted himself with much good judgment and foresight to the care and development of the family estate, composed in part of many pieces of business property in the lower part of New York city,

keeping step with progressive real estate advancement. He was never engaged in purely mercantile pursuits, but, governed by faith in the national resources, took an active interest in railroad and other important enterprises and was the holder of a large amount of securities. He was a life member of The Long Island Historical Society. April 20, 1852, he married Antoinette Augusta Olmsted, of Hartford, Conn., and was the father of Mary E. F., wife of W. G. Frazee, and Nora A. and Sherman B. Townsend. A gentleman of much leisure, he partook rationally and freely of the pleasures of travel and hospitality.

WILLIAM R. TRAVERS, stock broker, born in Baltimore, Md., in July, 1819, died at Hamilton, in Bermuda, March 19, 1887. Educated in part at West Point and a graduate from Columbia College in 1838, Mr. Travers then spent some time upon a farm to recruit his health. Fully recovered, he returned to New York, and both here and in Baltimore carried on a trade with the West Indies and South America as a commission merchant, with much success. In 1853, reverses came and he was forced to discontinue. He then came to New York and connected himself with a stock brokerage firm, becoming a member of the Exchange in 1856. At first, success did not crown his efforts, but later, in partnership with Leonard W. Jerome, he gained a fortune. He continued in Wall street until his last sickness. Mr. Travers met with as much success in the social world as in Wall street, and he left an indelible mark on his generation. He was a born club man, and to him the Racquet and the New York Athletic clubs owed much of their prosperity. He was a member of about twenty other clubs and sporting organizations and the life of all. Famous as a raconteur, remarkably quick at repartee, his slight impediment in speech brightened the wit of the numberless anecdotes told by him, which are yet current. In early life, he married Maria Louisa, the fourth daughter of Reverdy Johnson, who, with a family of nine children, survived him: Mary Mackall Travers, wife of John G. Hecksher; Maria Louisa, wife of James W. Wadsworth; Harriet, wife of George R. Fearing; John Travers; Ellen T., wife of William A. Duer; Matilda E., Susan B., William R., and Reverdy J. Travers.

JOHN BOND TREVOR, banker, born March 27, 1822, in Philadelphia, Pa., died Dec. 22, 1890, in New York city. His father was John B. Trevor, a life long resident of Philadelphia, a member of the Legislature for several terms and a man of high character. The son attended private schools and gained a knowledge of business methods during five years as clerk in a wholesale dry goods house in Philadelphia. He came to New York in 1849, and, Jan. 15, 1850, obtained a seat in the Stock Exchange, where he soon gained prominence for his brilliant abilities. In 1852, James B. Colgate and he associated themselves as Trevor & Colgate, stock brokers and bankers. Five years later, the house engaged in bullion dealings also and carried on business for nearly thirty years at No. 47 Wall street, upon the site now occupied by The United States Trust Co. Mr. Trevor was an adviser of many prominent capitalists, and, while adverse to acting in boards of directors, his influence was felt in the moulding of policies and the promotion of financial schemes. He was charitable in disposition and several institutions enjoyed his especial benevolence, the principal ones being the University and the Theological Seminary of Rochester. The Madison University also received gifts from him, and in conjunction with his partner, Mr. Colgate, he contributed the funds for building the Warburton Avenue Baptist Church in Yonkers, of

which he was a member, one of the most handsome places of worship in the country. His benefactions amounted to several hundred thousand dollars. In early life, he was a member of the Sansom Street Baptist Church of Philadelphia. He was fond of literature and of travel, modest, sagacious, a charming companion and a Christian gentleman. Mr. Trevor married twice, his first wife being a daughter of Lispenard Stewart. His second was Emily, daughter of A. G. Norwood of the firm of Norwood & Lockwood. His wife and their four children survived him, the latter being Henry G. Trevor; Mary T., now Mrs. Grenville L. Winthrop; Emily H. and John B. Trevor. The family home was "Glenview," Yonkers on the Hudson, which he built in 1878.

THOMAS EDWARD TWEEDY, manufacturer, born Nov. 4, 1832, in Danbury, Conn., died in New York city, Nov. 4, 1887. He started in business with his father, who was an extensive manufacturer of hats in Danbury. After his father's death, the business was carried on by a corporation called The Tweedy Manufacturing Co., and Mr. Tweedy was treasurer of the concern until his death. For twenty-five years, he represented the business in New York city as head of the sales department. For the last twenty years of his life, he was an invalid and unable to walk but was well known and highly esteemed in the hat trade. In 1862, he married Anna M., daughter of T. P. Richards, of New York. Their daughter, Edith, married James W. Pryor.



U.

EDMOND URQUHART, manufacturer, one of the pioneers in the creation of the valuable cotton seed oil industry in the United States; is a native of the old city of Kingston, in the province of Ontario, Canada. He was born outside, but under the guns, of Fort Henry, April 5, 1834. His father, Edward Urquhart, was a conspicuous officer in the British army and held the rank of Quartermaster General. Both the father and Elizabeth, the mother of the subject of this biography, as indeed all of his ancestors, were natives of Scotland and Wales, and from them he inherited the spirit of restless enterprise, the purity of character, and keenness of mind, for which he has always been distinguished.

The lad applied himself to his books in the district schools of Kingston until he had reached the age of twelve. Destined to a practical career, his father having died when the boy was quite young, he was apprenticed to a forwarding and shipping firm in Hamilton, Ont. This early start in practical affairs proved of very great advantage to the ambitious youth, because, at the age of eighteen, when his apprenticeship was over, and when such lads as are favored with wealthy parents are yet attending school, young Mr. Urquhart had already become well grounded in the requirements of business pursuits. He then entered upon the career which was to lead him on to fortune. At the end of his five years, released from his indenture, he secured a position as contractor's paymaster during the construction of The Great Western Railroad from Suspension bridge at Niagara Falls to Detroit, Mich., a very responsible position for so young a man. The Great Western Railroad is now the Southern division of The Grand Trunk Railroad. During the three years of this service, Mr. Urquhart gained a valuable experience and acquired the habit of accuracy and the strength to endure responsibility. After leaving The Great Western Railroad, he established the shipping house of Urquhart & Bowen in St. Catherine's, Canada, where he built several vessels to engage in the grain trade between the upper lakes and Montreal.

Mr. Urquhart then removed to St. Louis, Mo., and engaged in the rectifying of liquors until 1861, when he went to Memphis, Tenn., in which city he remained during the great four years' war. After the surrender of the Southern armies in 1865, he was one of the first to apply himself toward a revival of the prostrated interests of the South and promptly undertook the hardware business and the manufacture of cotton seed oil in Memphis. He met with excellent success from the start. For the latter industry, he utilized an old government building in the Navy Yard, which was fitted up with special machinery for crushing and extracting oil from the cotton seed. He paid the closest attention to his business, developed it step by step, spared himself no labor of any kind, and had the satisfaction of witnessing the constant growth of his trade.

Finally, finding it necessary to increase his operations, he removed to Little Rock, Ark., in 1876, and there established The Little Rock Oil Works, becoming president of the company and among the pioneers of the cotton seed oil industry in Arkansas. His energy produced an effect almost electrical in this old State. Cotton fields covered a large part of the territory of Arkansas and cotton seed could be obtained in ample supply. His mill in Little Rock provided a local market for the seed, gave



E. W. W. W.

employment to a number of workmen, and by its expenditures for materials and labor quickened every other form of business. The results were so satisfactory, that the establishment of mills in other parts of the State speedily became a foregone conclusion.

In 1878, Mr. Urquhart built a third mill, the second in Arkansas, under the name of The Argenta Oil Works at Argenta, and became president of this company also. Even this did not suffice, and Mr. Urquhart then rapidly added to his plant a fourth cotton seed oil mill, which he built in Arkansas City on the Mississippi river, in 1879; another, under the ownership of The Fort Smith Oil and Compress Co., in 1880; the mill of The Texarkana Oil & Manufacturing Co., in 1881; and, in 1882, the mill of The Newport Oil & Manufacturing Co. In all these companies, he was the motive power and inspiring spirit. Refining was begun at the Little Rock plant in 1880. At several of the points where mills were located, Mr. Urquhart established cotton compresses and ginneries.

Since 1882, he has extended his manufacturing interests yet further, and was elected president of The Anchor Oil Co., of Helena, Ark., in 1885; of The Brinkley Oil Co., of Brinkley, Ark., and The Emma and The Neel Oil Co's, of Pine Bluff, Ark., in 1886. Mr. Urquhart is now president of no less than twelve excellent companies in this industry, having an aggregate capital of \$2,088,400. All of them have been, with numerous others in the United States, merged into The American Cotton Oil Trust, which came into being Oct. 1, 1885. The consolidation of the cotton oil industry into the hands of this trust took place in Mr. Urquhart's office in Little Rock, and he has been the vice president and a trustee of the trust from its organization down to the present time. He is also at present vice president of several large associations, having a combined capital of many millions. At the time of the consolidation, his Arkansas properties were utilizing 500 tons of cotton seed daily and producing 20,000 gallons of oil per day, 250 tons of oil cake and 10,000 pounds of lint cotton.

This industry has proved of immense value to the South and its pioneers and promoters are entitled to be known as benefactors of their race. While other enterprising and energetic men have devoted themselves to utilizing the immense unexploited mineral resources of the South, the reconstruction of its railroads, the operation of cotton mills and tobacco factories, and the revival of trade, those who established the manufacture of cotton seed oil have performed a service of direct importance to those engaged in the especial branch of production which at present overshadows all others in that region. Previous to the building of oil mills, cotton seed was thrown away by all the planters. It is now scrupulously saved, finds a ready market, and it is so valuable that it repays planters for hauling it long distances by wagon to shipping points and for transportation by rail and water to the mills. The American Cotton Oil Trust now grinds about sixty per cent. of all the seed ground in the South, which amounts to millions of tons. The additional employment given to workmen in the South and the new forms of food, which have been added to those previously known, are not the least valuable of the benefits conferred by the cotton seed oil industry.

While the industry, which he has done so much to promote, occupies his principal attention, he has taken an active part in organizing other important enterprises.

In Memphis, where he lived for fifteen years, Mr. Urquhart became known as a progressive, public spirited and valuable man. He aided in organizing and for a number of years held a seat in the directorates of The Fourth National Bank and The Home

Insurance Co. After his removal to Little Rock, the impulse of his energy was felt in various ways. He organized and served as president for several years of The Ladies' Building & Loan Association, one of the most successful ever known in Arkansas. He also organized a company with a capital of \$125,000, became its president, and built the Quapaw Cotton Mills, and served for some time as a director of The First National Bank. He was also drawn into extensive cotton planting interests and yet owns the beautiful Cummins and Maple Grove plantations in Lincoln county, Arkansas, having an area of 10,000 acres and nine miles of frontage upon the Arkansas River. Here 300 to 400 negroes are employed. Some extensive sawmills are now operated upon this property. The Varner branch railroad, of which he is the owner, connects the saw mills and plantations with The Missouri Pacific system. Mr. Urquhart is also president of The Wilcox Lard & Refining Co., having offices in the Produce Exchange building, New York city, but the cotton oil industry, in which he has a large pecuniary interest, engages his principal attention.

Since 1887, Mr. Urquhart has found it necessary to live in New York city, owing to the magnitude of his interests in the Cotton Oil Trust, of which he is one of the active managers. It is scarcely necessary to say, in view of his distinguished success, that he is a man of more than ordinary business ability, shrewd, intelligent and systematic, a born organizer, and possessing an almost boundless capacity for work. Although he has the faculty of selecting valuable assistants and managers for his own properties, the large responsibilities now imposed upon him exact his constant attention. He wastes no time on politics or clubs, but is a qualified voter of New York City and casts his ballot in every election, intelligently, for men of clean records irrespective of party.

Oct. 12, 1864, he was united in marriage in Memphis, Tenn., to Miss Henrietta Blood, who, while born in Hamilton, Ont., is the daughter of a native of Worcester, Mass. They have two children, Lizzie Haywood and Maggie Mackenzie Urquhart. A third daughter, Minnie Simmons Urquhart, died in infancy.



V.

HENRY HOBART VAIL, a descendant of Jeremiah Vail, who was one of the early settlers of Southold, Long Island, N. Y., was born in Pomfret, Vt., May 27, 1839. His father, Joshua Vail, was a farmer. Henry was educated at Middlebury College, taught school for several years, and served one summer as a Union soldier in the Civil War. In 1867, he entered the service of a publishing house in Cincinnati, O., and later became a partner in the firm of Wilson, Hinkle & Co., publishers of school books, and one of the partners in their successors, Van Antwerp, Bragg & Co. This house rose to great prominence in the West. When the leading school book publishers of the country united under the name of The American Book Co., the Cincinnati firm joined in the enterprise. Mr. Vail is now a director and chairman of the board in that organization, and has made his home in New York city since 1890. He is president of the Aldine club, and a member of the Grolier, Colonial and Twilight clubs, and The New England, Ohio, and New York Geneological and Biographical Societies and The Society of Colonial Wars.

THEODORE NEWTON VAIL, born July 16, 1845, in Carrolton county, Ohio, belongs to the Morris county family of Vails in New Jersey, descendants of John Vail, a Quaker preacher, who settled in New Jersey in 1710. The family has always been one of position and influence. Lewis Vail, civil engineer, grandfather of Theodore N. Vail, early went to Ohio and was a pioneer in the building of canals and highways. Stephen Vail, an uncle, founded The Speedwell Iron Works, near Morristown, N. J., at which was built most of the machinery for the first steamship which crossed the Atlantic Ocean, sailing from Savannah, Ga. Here, also, Morse perfected and first successfully operated the magnetic telegraph, Stephen Vail and his sons, George and Alfred, supplying Morse with the money, and Alfred the mechanical ingenuity. Alfred Vail invented the dot and dash alphabet, which has always been used in telegraphing. William P. Vail of this family was a leading physician and church worker in Northern New Jersey at Blairstown, and George Vail represented his section in Congress and was one of the lay Judges of the New Jersey Court of Pardons.

Davis Vail, son of Lewis Vail, and father of the subject of this biography, born in Ohio, came East at an early age, was connected with The Speedwell Iron Works, and married Phoebe Quinby, daughter of Judge Isaac Quinby of Morris county. By this marriage, he became related to three notable brothers in law, General Quinby, a graduate of West Point, a leading mathematician, Professor of Mathematics at the Rochester University, and general in the Civil War; Dr. William Quinby; and Dr. Augustus Quinby, all sons of Judge Isaac Quinby. After marriage, Davis Vail went to Ohio, remaining there several years. His son, Theodore, was born during the stay of the family in that part of the country. When the lad was about four years old, Davis Vail returned to the East and was again connected with The Speedwell Iron Works. In 1866, he removed to Iowa, where he operated a large farm.

Theodore N. Vail was educated in the old academy in Morristown, and then studied medicine with his uncle, Dr. William Quinby, but, having learned telegraphy at the telegraph office in Headly's drug store in Morristown, he left medicine and went



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to New York, where he became manager of a local office, being afterward attached to the staff of J. C. Hinchman, then general superintendent of the metropolitan and eastern divisions of The United States Telegraph Co. He went West with his father in 1866, and engaged in farming, but in the fall of 1868, went yet farther west and was made operator and afterward agent at Pine Bluffs, Wyoming, on The Union Pacific Railroad. Pine Bluffs was at that time the principal supply point for wood for The Union Pacific, which had not then been completed.

In the Spring of 1869, Mr. Vail received an appointment as clerk in the railway mail service between Omaha and Ogden, and in August, 1869, he married Miss Emma Righter, of Newark, N. J. He devoted himself with great diligence to the improvement of the railway mail service, then in its infancy, and his good work in the perfection of schemes for the distribution of the mails, and especially his services in forwarding the mails during the long snow blockade of 1870, called the attention of the Department to him, with the result that he was assigned to duty between Chicago and Iowa City in the railway post office. On this line, the entire distribution of overland mails was made prior to the establishment of railway post office cars on The Union Pacific Railroad. When the railway post office was established on The Union Pacific, Mr. Vail was assigned to duty as head clerk.

In March, 1873, the Department called Mr. Vail to Washington and assigned him to duty in the office of the General Superintendent of Railway Mail Service, where he was charged with special oversight of distribution of the mails and arrangement of "schemes" or charts of distribution. During this period, the questions of the compensation of railroads and carriage of merchandise in the mails were being agitated in Congress, and the Department placed upon Mr. Vail the responsibility of preparing the post office statements, statistics and answers to Congressional inquiries. His intimate knowledge of the service, energy and capacity were recognized in June, 1874, by his appointment as Assistant Superintendent of Railway Mail Service. In 1875, he was assigned to duty as Assistant General Superintendent, and when, in February, 1876, Mr. Bangs resigned to go into other business, Mr. Vail was appointed General Superintendent. He had thus reached the highest grade in this branch of the Federal employment. Mr. Vail was the youngest of the officers of the Railway Mail Service, both in years and terms of service, and when the final appointment was handed to him by Marshall Jewell, Postmaster General, the latter said that his only objection to Mr. Vail was his youth.

As General Superintendent, Mr. Vail established upon a firm basis the civil service policy, which had been initiated by Mr. Bangs. The superiority of the results attained under the rules adopted for the railway mail service were recognized by all the civil service commissions in Washington, to the extent that until very recently the employes of the railway post offices were not included in the general civil service laws and regulations. Mr. Vail established the system of six months' probationary appointments, which have since been so generally adopted. It was during the incumbency of Mr. Vail that a reduction took place in the pay of the railroads for mail transportation. In the controversy which followed, some of the railroads threw the postal cars out of their trains. Within six months, however, relations were re-established with all the leading lines and increased car and train service obtained. Thereafter, more cordial relations existed between the Post Office Department and the railroad managers.

An incident of this time may be referred to. Senator Beck of Kentucky was much interested in having the southwestern mails go over Kentucky routes, and made many efforts to induce the Postmaster General to order them so sent. Being referred by the head of the Department to Mr. Vail, Mr. Beck accused Mr. Vail of being under the influence of certain railroads. In an interview with Mr. Beck, Mr. Vail explained the situation and gave the reasons which governed him. Mr. Beck left apparently not satisfied. Soon after, however, when a proposition to reduce Mr. Vail's pay was pending in the Senate, Senator Beck took occasion to compliment Mr. Vail very highly, and, in a five minutes speech, said that if there were an honest and efficient officer in the employment of the Government, Mr. Vail was the man.

After the invention of the telephone and its reduction to practice, The American Bell Telephone Co. was organized by Gardiner G. Hubbard, father in law of Prof. Alexander G. Bell. Mr. Hubbard had been engaged against the Post-Office Department before Congress on the question of merchandise in the mails and was chairman of the commission appointed by Congress to investigate methods of payment to railroads for mail transportation. Believing Mr. Vail to be the right man for the place, he tendered him the position of general manager of The American Bell Telephone Co. Believing in the future of the "toy," as it was then termed, and against the protest of all his friends, he accepted the position in 1878 and devoted himself to the work with his accustomed zeal and ability. The task was at times discouraging. The public were slow to recognize the great value of the instrument, and strong opposition was manifested by The Western Union Telegraph Co., which denied that Professor Bell was the inventor and set up opposition exchanges at every point. Mr. Vail introduced the methods which have proved so successful and have resulted in The American Bell Telephone Co's phenomenal growth. A settlement was finally effected with The Western Union Telegraph Co. after years of fighting and negotiating, in which The Western Union conceded every point of importance.

Mr. Vail established the long distance telephone service, against the opposition of all his associates in the company. The first line which was built to New York was called the "Vail's side show." He also introduced the use of copper wire in telephone and telegraph lines, since so generally adopted, having in this matter the assistance of Mr. Mason of Bridgeport, whom he induced to experiment with drawing copper wire in such a way as to give it the tensile strength necessary to withstand the stretching from pole to pole.

In 1888, Mr. Vail retired from the telephone business after having occupied the managing position for ten years. He has since traveled most of the time abroad and has introduced the telephone in many countries. Farming in Vermont now occupies a part of his time and upon his estate of 1,500 acres, called the "Speedwell Farms," he raises French coach horses, including some of the finest in the United States, Jersey cattle, Shropshire and Dorsett horned sheep, and Welsh ponies. He is a member of the Union League club of New York and the Algonquin club of Boston. He has one son, Davis R. Vail, a student in Harvard Law School in Cambridge.

COL. JOHN DASH VAN BUREN, lawyer and merchant, born in New York city, March 18, 1811, died suddenly at his home in Newburg, N. Y., Dec. 2, 1885. His father, Michael Van Buren, was a merchant on Dey street, and a relative of President Van Buren, the family being of old Dutch pedigree. John graduated from Columbia





Eng^d by A. H. Falchic

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College, studied law and began practice as early as 1835 on Pine street. The same year, he married Elvira Lynch, the oldest daughter of Benjamin Aymar, and in 1836 was taken into the firm of Benj. Aymar & Co., and identified himself with the shipping interests and West India trade of that house. In 1841-43, he became secretary of the Chamber of Commerce. Mr. Van Buren prospered to such an extent that he retired before forty years of age. He was well known among politicians of later times, and during the Civil War accepted the office of Paymaster General of the State troops under Governor Seymour, holding that office from May 26, 1863, to Jan. 2, 1865. *The New York Evening Post* and *The Albany Argus* printed many contributions from his pen. He was private secretary to Governor Hoffman from Jan. 1, 1869, to Jan. 1, 1873, and served under Governor Hoffman as a member of the Constitutional Convention of 1872. John D. Van Buren, jr., was State engineer from Nov. 2, 1875, to Nov. 5, 1877, and also one of the Commission to investigate the management of canals in 1875. Another son, Robert, was chief engineer of the Department of City Works of Brooklyn, 1877-95. His other children were Aymar, who became a farmer on account of ill health; Frank Roe, a lawyer, now deceased; and Elizabeth A., who married Dr. Thomas H. White, of New Haven, Conn.

CORNELIUS VANDERBILT, railroad president, known for more than forty years as Commodore Vanderbilt, was born on Staten Island, May 27, 1794. Port Richmond and Stapleton both claim the honor of having been his birth place, but there is no doubt that Port Richmond was the spot. He died in New York city, Jan. 4, 1877.

The first of the name in America, Jan Aertsen Van der Bilt, a worthy Protestant from Holland, settled upon a farm on Long Island near the present city of Brooklyn about 1650, and planted there the race of farmers, from which the Vanderbilts derived their descent. In 1715, a grandson of Jan, great grandfather of Commodore Vanderbilt, removed to a farm on Staten Island near the little hamlet of New Dorp and is said to have owned considerable land. In religion, he became a Moravian and the cemetery at New Dorp now occupies a field on the Vanderbilt farm.

During the early boyhood of Cornelius Vanderbilt, who was the oldest of nine children, his father changed his residence to Stapleton, at which place the family grew up. The senior Vanderbilt was a farmer, who owned a tract of land near by and who found it to his advantage to devote his fields to the growing of vegetables for sale in the city of New York, then a rising town of 80,000 inhabitants. Like other market gardeners on Staten Island, he was his own boatman; but, unlike others, he had the thrift to carry to New York not only his own produce but that of several of his neighbors, and, between the island and the city, an occasional traveller; and this was the origin of the Staten Island Ferry. Cornelius made many trips in charge of his father's boat. The young man was one of the most handsome lads upon the island. He was tall, athletic and brave, not over fond of books, but devoted to open air life and sports, a fine swimmer and a good oarsman and horseman. At the age of six, he had already driven a race horse at full speed, a fact which he often referred to in later years. In the quiet life of the farm, the sailing of boats, fishing and other amusements, the future railroad president gained the physical and mental vigor, which, added to his striking appearance and a steady and resolute character, made him a prince among men.

The constraints of his early life were keenly felt by Mr. Vanderbilt, and, with a view to gain greater independence, he finally offered to plow, harrow and plant an

eight acre lot for his mother, if she would lend him \$100, with which to buy a boat of his own. His mother, the financier of the family, had, upon one occasion, saved her husband's farm from sale for debt, by making use of \$3,000 from her own savings. Mrs. Vanderbilt agreed to the proposition of Cornelius, provided that he should complete his contract before his seventeenth birthday, then only twenty-seven days away. The time was short, the undertaking a physical impossibility for one youth; but Cornelius, with a spirit all his own, quickly secured the aid of a number of playmates and earned in 1810 the \$100, which led him on to splendid fortune. His new boat, a better one than his father's, began its career inauspiciously by running against a rock on its first trip; but it was repaired, and by sailing it back and forth between New York and Staten Island, its owner earned in three years over \$3,000. Most of this money he gave to his mother, but a small part being retained was invested in two other boats; and Mr. Vanderbilt thus became the master of three handy vessels, one of them a periagua, one capable of carrying twenty people and the best of her class in the harbor. This "musquito" fleet he continued to operate for several years. The fare for a passenger at that time was eighteen cents. When the War of 1812 occurred, a large increase of travel to Staten Island followed, owing to the placing of garrisons at the Narrows. In 1814, Mr. Vanderbilt secured a contract to carry men and supplies to the harbor forts, after a lively competition with others. He was not the lowest bidder but his reputation for energy brought him the contract; and trips between Ward's Island, Hell Gate, Harlem and the Narrows occupied him constantly for many months.

At the age of nineteen, he married Sophia Johnson, a second cousin, and, inducing his mother to relinquish her claim to the principal part of his earnings, he saved \$500 and moved to New York city. He continued to employ his sailing boats on the Staten Island ferry route; but the originality and vigor of his mind soon displayed itself in plans, which he made and carried out, for employing vessels in the trade to various cities on the Hudson river and Long Island Sound. His first schooner, the Charlotte, built in 1815, in partnership with a brother in law, went into this coasting trade and in winter he sailed the vessel himself. He owned several boats, sloops and schooners, sailed them to every point in the harbor and the waters contiguous thereto and learned to know every inch of the geography of this coast.

It was during this period that Fulton on the Hudson and Roosevelt on the Ohio were developing the steamboat as a carrier of freight and passengers. Nothing which occurred in the harbor ever escaped the eye or failed to awaken the interest of Mr. Vanderbilt. When the steamboat had passed the experimental stage, he saw that the time had come to adapt himself to a new order of things. In 1818, therefore, he accepted the place of captain of the steamboat Bellona, operated by a company of which Thomas Gibbons of New Jersey was the head. The salary of \$1,000 a year was less than he was then earning, but diminishing receipts from his Hudson river sloops warned him of the coming triumph of steam. He remained with Mr. Gibbons for twelve years. The Bellona was employed in conveying passengers from New York to New Brunswick on their journey to Philadelphia, the rest of the trip being made in stage coaches to Trenton and thence by boat to Philadelphia. For the first six years, Mr. Vanderbilt had many exciting experiences. The State of New York had granted to Fulton and Livingston the exclusive right to navigate the waters of this State with steamboats and trespassers were liable to arrest and their boats to confiscation. The

Gibbons line fought the grant with great vigor, carrying the case to the Supreme Court of the United States, where, in 1824, they gained a decision from Chief Justice Marshall, declaring the grant unconstitutional and void. Mr. Vanderbilt entered into this fight with enjoyment, and invented many schemes and stratagems to outwit the adversary and secure unmolested landings in New York city.

In 1827, Mr. Vanderbilt leased on his own account the ferry between New York and Elizabeth, N. J., and built for it new and improved boats.

In 1829, having saved about \$30,000, he refused favorable offers of partnership, etc., and resolved to engage in the navigation of the Hudson river. His first boat, the *Caroline*, became in later years the basis of an international incident in connection with the Canadian insurrection of 1837. Having passed into the hands of the insurrectionists, she was captured by the Canadian authorities, while at her wharf upon the American shore, and a citizen of the United States was killed in the encounter. An apology from Great Britain resulted from the ensuing negotiations.

At first active on the Hudson river, he finally parted with his interests there to Robert L. Stevens, and confined his steamboat enterprise for a while to Long Island Sound. For twenty years, he devoted himself to the establishment of new lines in the river, sound and coastwise trades, in the face of strong competition. During that time, there were built for and operated by him in the neighborhood of a hundred steam vessels, and it was at this time that as commander of his fleet, he acquired the title of Commodore. This remarkable man never feared opposition. On the other hand, he seemed to love and court it and always knew how to meet it. His boats built largely under his own plans and supervision were swifter, finer, and more attractive than those of his rivals, and were in the main successful. He gained the good will of employes by treating those who were capable generously, while merciless in replacing with better men those who were incompetent, and he pleased the public by the superior facilities supplied. He operated his own foundries and repair shops, and by shrewd and energetic management gradually gained considerable means.

The discovery of gold in California heralded the dawn of a new phase of maritime enterprise in America and led all the bolder spirits to engage in ocean transportation to the Pacific coast by way of the isthmus. A monopoly of the traffic by way of Panama having been gained by various companies, and the fare to California being \$600, Commodore Vanderbilt resolved to establish a competing line. Having built the steamship *Prometheus*, he sailed in 1850 for Nicaragua, personally explored a new route to the Pacific and secured a charter from the Nicaraguan government. In 1851, a semi-monthly line, of which Mr. Vanderbilt was at first agent and later president, began operations on this route. In 1853, he sold his interest upon excellent terms and then, a wealthy man, prepared to enjoy a vacation, to which he deemed himself entitled after more than thirty years of incessant labor. In accordance with his own plans, the splendid steamer *North Star* was built for him, and, with his family, he made an extended European tour, lasting four months and covering fifteen thousand miles of travel. The British isles, Copenhagen, St. Petersburg, Moscow, and other regions in the North of Europe and the Mediterranean as far as Constantinople were visited in turn, and both the native and American residents of several cities were entertained in the most hospitable manner. In some ports, the arrival of the *North Star* caused public agitation, it being at that time difficult for Europeans to conceive the possibility of a private citizen of the United

States traveling in such magnificence, unless as a cover for dangerous political designs.

During Commodore Vanderbilt's absence abroad, the management of The Nicaragua Transit Co. passed out of his hands to Cornelius K. Garrison and Charles Morgan, and upon his return, he found the purchasers of his interest in the Nicaragua steamship line disposed to evade the conditions of sale. This called forth a display of characteristic energy. A line of steamers between New Orleans and Galveston was at once established, and, in 1854, another line from New York to Aspinwall. A sharp and merciless struggle forced the rival corporation into bankruptcy, and Commodore Vanderbilt regained possession of The Nicaragua Transit Co. During the eleven years which followed, his profits were \$11,000,000.

Upon the breaking out of the Crimean War, Commodore Vanderbilt resolved to establish a line of American steamers to ply between New York and Europe, intending to engage in a determined campaign to secure to the American flag the Atlantic carrying trade. The Government did not accept his offer to run to England, alternately with the Collins steamers, and thereupon he started a line to Havre. He believed that the energy which had been resistless in American waters would triumph over the competition with foreign rivals, but, if he did not overlook, he certainly underrated the power of his English adversaries. He did, indeed, drive the old Collins and Mills lines of American steamers from the sea by offering to carry the United States mails without compensation, but, when this had been done, he found that he could not operate his ships at a profit against the heavily subsidized European lines and his short but brilliant campaign failed. During this period of his life, Commodore Vanderbilt constructed the ocean steamers Prometheus, Ariel, Daniel Webster, Star of the West, Northern Light, North Star, Grenada, Ocean Queen, Galveston, Opelousas, Vanderbilt, Magnolia, Matagorda, Champion, Costa Rica, Port Jackson and New York. During the Civil War in 1862, the Vanderbilt, which had formerly plied in the ocean ferry to Havre and was the swiftest and best appointed steamer afloat, was presented to the Federal Government as a patriotic gift. This vessel gave valuable service as a cruiser during the War, and its donor received, in 1866, the thanks of Congress and a gold medal, inscribed "A grateful country to her generous son."

In order to set free his capital, then amounting to at least \$30,000,000, Commodore Vanderbilt began to sell his steamboat interests on Long Island Sound about 1856-57, and later sold or chartered to the Federal government all his then remaining vessels.

As early as 1854, he had begun quietly to buy shares in The New York & Harlem Railroad, a large number of which he bought as low as \$8, \$9, and \$10. In the same silent manner, while shares were low in price, he acquired a large interest in The New York & New Haven Railroad. Among his first operations in Wall street was a corner in Norwich & Worcester railroad stock. In 1860, he sought control of The New York & Harlem Railroad, and in 1863 was elected its president. The stock, then \$30 a share, rose to \$92 in July and in August, to \$179, in consequence of a campaign planned by John Tobin and Leonard W. Jerome. Commodore Vanderbilt's plans, which contemplated several street railroads in this city, connecting with his road, including one on Broadway, aided to advance the price of the stock. But a combination was made against him by a group of acute men in Wall street, who put forth strenuous efforts to induce the Common Council to cancel the grant for a line on Broadway. As a result, the stock of the Harlem road fell heavily in value. Speculators made enor-

mous short sales. The Commodore's brokers bought steadily until they had purchased the entire stock of the road. Opponents were compelled to settle at "two prices." The next year, he managed another corner, this time in the stock of The Hudson River Road. Having bought a controlling interest, he proposed to unite the line with the Harlem under one charter, and sent a bill to that effect to the State Legislature. Once more, a combination was made against him. The stock, then held at \$150 a share, was depressed by the bears to a low figure. Again, Commodore Vanderbilt bought every share offered until his purchases covered 27,000 more shares than the road had ever issued. He had cornered the market and could have dictated any terms but to avert a panic settled at \$285 a share. Both operations brought him enormous profits.

Once in possession of The Hudson River Railroad, he united it with the Harlem and instituted vigorous reforms in the management.

A campaign planned by Commodore Vanderbilt in the winter of 1865, enabled him to buy at a reduced price a controlling interest in The New York Central Railroad. In 1867, he became president of the road, and in 1869 of the consolidated New York Central & Hudson River Railroad, placing 1,000 miles of track and over \$100,000,000 of capital under his control. In 1868, an 80 per cent. scrip dividend was declared on the stock of both roads, in spite of which shares rose to \$200 each. The control of the entire line between New York and Chicago was secured when, at the annual meeting of the Lake Shore Railroad, it was shown that the Vanderbilt party had possession of a majority of the stock.

Commodore Vanderbilt possessed the constructive temperament in a marked degree, and his great wealth came mainly from creating corporations, which, under his management, were made to yield large dividends, the capital then being increased in harmony with the earnings. To accomplish these remarkable results, he brought into play all of the hard sense and Dutch thrift inherited in his blood. Useless expenses were stopped, ornaments and decorations were stripped from locomotives and cars, and idlers were discharged. New trains were established, new depots built, and tracks were doubled; and he made the railroads under his control one of the great trunk line systems of the country. The erection of the Hudson street freight depot was his first great work on this system and the adoption of the four track plan his last.

His fight for the control of The Erie Railroad is historic and supplied one of the most stirring chapters in the history of Wall street. The Erie was the one line necessary to enable him to gain complete control of the railroad system of the State, and he went into the market with a resolution to obtain it at any cost, backed by the prestige of previous triumphs. At the outset, his success seemed a foregone conclusion. Daniel Drew, his most powerful adversary, seemed to have been won over to his side on promise of restoration to the board and every indication pointed toward success. Mr. Drew did not keep his promises, however, and then Commodore Vanderbilt resolved to "corner" the Drew interest, an undertaking the more difficult because Mr. Drew and his friends had control of the company and could issue stock in any amount to meet emergencies. A war ensued both in Wall street and the courts, in the midst of which 50,000 shares of Erie stock were issued and placed on the market. Mr. Vanderbilt bought all the new stock, before the trick was discovered. The result was that Erie dropped from \$83 to \$71 a share. The Erie directors fled to Jersey City with their profits, taking \$7,000,000 of the Commodore's money, and extraordinary legal complica-

tions ensued. Mr. Vanderbilt had 100,000 shares of Erie, and one court would appoint a receiver of those shares only to have his hands tied by another court. Injunctions and counter injunctions were issued and the Erie litigation fell into a hopeless maze. In the end, Mr. Vanderbilt and Mr. Drew were compelled to adjust their differences between themselves, and the control of the Erie road passed into the hands of Jay Gould and James Fisk, jr. In this campaign, Commodore Vanderbilt lost \$7,000,000 but recovered nearly \$5,000,000 by legal proceedings.

In later years, his operations in Wall street were not conspicuous, although he remained constantly on the alert to protect his interests.

His faith in The New York Central & Hudson River Railroad was strong to the last, and he advised his friends always to buy and hold that stock. In 1872, he became a large buyer of the securities of The Western Union Telegraph Co., also. When he rested from his labors he had accumulated an enormous fortune, estimated variously at from \$60,000,000 to \$100,000,000.

As he felt his end approaching, Commodore Vanderbilt made thorough preparations and left his great properties carefully disposed of. He was a man of great physical vigor and striking personality, six feet tall, handsome and with clear complexion. He dressed plainly but was fond of white cravats and was abstemious in his tastes. For the last twenty-five years, he lived in a plain brick house in Washington Place. He was a man of few words. Bunyan's Pilgrim's Progress was one of his favorite books, and "There is rest for the weary" his favorite song. Politics did not interest him. He was fond of driving fine horses and was frequently to be seen driving in the Park or on Harlem lane and on trotting days at Fleetwood Park. His stables contained some of the best roadsters in the country, among them his favorite, Mountain Boy, Post Boy, Plow Boy, Mountaineer, Mountain Girl, Doctor, Princess, and the Flying Dutchman. He derived great enjoyment from a social game of cards both at Saratoga, whither he repaired every summer, and in town as member of several whist clubs. Among large gifts which he made may be mentioned \$1,000,000 to Vanderbilt University in Nashville, Tenn., and the edifice of the Mercer Street Church in honor of the Rev. Charles F. Deems, its pastor. He was the father of thirteen children by his first wife: Phebe Jane, wife of James M. Cross; Ethelinda, wife of Daniel B. Allen; Elizabeth, wife of George A. Osgood; William H. Vanderbilt; Emily, wife of William K. Thorn; Sophia J., wife of Daniel Torrance; Maria Louise, wife of Horace F. Clark; Frances, and Cornelius Johnson Vanderbilt; Mary Alicia, wife of Nicholas La Bau; George W. Vanderbilt; Mrs. Katharine Johnson, wife of Smith Barker, jr.; and George W. Vanderbilt, 2d. The latter died in 1866 from disease contracted in the Corinth campaign. Mrs. Vanderbilt died in 1867, and the Commodore in 1868 married Miss Frank A. Crawford, a Southern lady, who survived him.

WILLIAM HENRY VANDERBILT, railroad president, oldest son of Commodore Vanderbilt, born in New Brunswick, N. J., May 8, 1821, died at his New York house, Dec. 8, 1885. For nine years after his birth, the family lived in New Brunswick, then a small town. William attended country school for a while, but, after the removal of the family to New York, was sent to Columbia Grammar School until he had acquired a sound elementary education. He then found employment in a ship chandlery store, kept by a relative, and at the age of eighteen, became a clerk in the banking house of Drew, Robinson & Co., at a salary of \$150 for the first year, which was increased to



Eng^d by A. H. Ritchie

Wm Van derbilt



\$300 the second year, and \$1,000 at the beginning of the third. When twenty years of age, he married Miss Maria Louisa Kissam, the daughter of a clergyman of the Dutch Reformed Church at Albany. By diligent attention to the interests of his employers, Mr. Vanderbilt won their regard and an offer to make him junior partner. Sedentary occupation had begun to affect his health, however, and he was forced both to decline the offer and give up his position. It is said that Commodore Vanderbilt did not foresee the splendid business man which his son was destined to become, and it is certain that, at that period, he thought farming better suited to the young man's ability. He therefore helped William to buy an unimproved farm of seventy acres near New Dorp, on Staten Island, and there the latter established himself with his young wife to enter upon the laborious life of a farmer. After various trials, so successful did he become in the cultivation of this land that, within a few years, he had two hundred and fifty acres under cultivation and was making \$12,000 per year from the sale of produce.

Here he remained tranquilly and prosperously employed until the time had arrived for him to take part in the management of some of his father's properties. A farmer of middle age seldom succeeds in financial and corporate undertakings, unless he has had previous training in their management; and it is a remarkable illustration of the energy, soundness of judgment and capacity of William H. Vanderbilt, that, from his first association with any of his father's interests, he not only did not let them suffer under his management but made them prosper.

In 1853, he visited Europe with his father and the rest of the family. Three years after this, The Staten Island Railroad, from Stapleton to Tottenville, was chartered, with Commodore Vanderbilt as principal stockholder. Finished in 1858, the road proved a losing investment from the start and in two years was bankrupt. William H. Vanderbilt, then one of the most prominent men on the island, was made receiver of the road, in compliance with the wishes of the stockholders. This little line was only thirteen miles long, but it served to acquaint Mr. Vanderbilt with the details of railway management and to show his ability. He quickly mastered the situation. By reducing expenses, stimulating excursion travel from the city to the fishing grounds, establishing an independent ferry from Stapleton to New York and systematizing the business of the road, he rescued the company from bankruptcy within two years and became its president. He had demonstrated his ability in the most unexpected manner. No living man at that time was a better judge of the value of such services than Commodore Vanderbilt, and although he was slow to acknowledge the greatness of his son, yet he did in time.

In 1864, William H. Vanderbilt was elected vice president of The New York & Harlem Railroad and entered upon a career in which he gained distinction. From that time forward, until his father's death in 1877, Mr. Vanderbilt was responsible in large part for the oversight and execution of many of the great operations undertaken by his father and gained an intimate knowledge of the mysteries of railroad management. In 1877, he succeeded to the presidency of The New York & Harlem, The New York Central & Hudson River and The Lake Shore & Michigan Southern Railroads and to the possession of nearly nine-tenths of his father's fortune, with its tremendous responsibilities. But he was well fitted for the position. One of his early acts was to add to the bequests of his sisters a personal gift of \$500,000 each, delivering it to them himself, when he gave them their shares under the will.

From the beginning of 1877 to the fall of 1881, the business history of Mr. Vanderbilt was identical with that of the system of roads which bears his name and was a season of great activity in railroad matters. During 1877, he bought The Canada Southern and The Michigan Central Railroads and added them to the Vanderbilt system. He also took part, the same year, in the vigorous war over westward bound freight rates between the trunk lines. This war had hardly subsided before the historic railway strikes and riots of 1877 began. On account of the rate war, the companies had not been able to maintain their scale of wages, and, in July, The New York Central made a reduction of ten per cent. As there were 12,000 men in the employ of the system, it was feared that trouble and violence would ensue. Mr. Vanderbilt, at the time in Saratoga, acted with prompt decision. He summoned to his presence in August a few officers and directors of the road, laid before them his plan of action, and after a brief conference sent out by telegraph a proclamation, that the company would give to its employés the sum of \$100,000 to be divided among them pro rata, and at the same time promised a restoration of the ten per cent. as soon as the business of the road would warrant. The result was that none of the men struck, and the old scale of wages was eventually restored. This was only one of the numerous instances, many of them of far greater importance, in which he showed himself capable of meeting an emergency.

During his active career, Mr. Vanderbilt engaged in many large operations in stocks, especially in Philadelphia & Reading and Chicago & Northwestern, which were undertaken mainly to sustain the properties in which he was especially interested. Clear headed, sagacious, and resolute, and possessing abundant capital, he was usually successful in these and other undertakings and practically doubled his fortune.

In November, 1879, Mr. Vanderbilt, to protect his road from the attacks of great rivals and at the same time change the character of a part of his investments, in order to make them more ready of distribution in case of his death, made the largest sale of railway stock in history by an individual owner. He sold, at this time, to a syndicate representing a number of foreign capitalists, 250,000 shares of New York Central stock at \$120 a share and invested the proceeds in Government bonds. He was known to be the holder of 400,000 shares, worth, in the market, \$130 each.

In the midst of the next great railroad war, that of 1881, Mr. Vanderbilt withdrew from the actual labor of railroad management and transferred the financial administration to his son, Cornelius, and oversight of the practical operations to his son, William K. Vanderbilt.

May 4, 1883, Mr. Vanderbilt finally surrendered the presidencies of his various railroads, making arrangements, however, for harmony in their management and a continuance of the policies, which had theretofore met with the approval of the stockholders. Under the reorganization, he provided for election of a chairman of each Board, who, in union with the executive and finance committees, should have immediate and constant supervision of all the affairs of the companies. James H. Rutter was elected president of the New York Central, retaining the office until his death, when he was succeeded by Chauncey M. Depew. Shortly after completing these arrangements, Mr. Vanderbilt sailed for Europe to recruit his health, which had become undermined by the labors of preceding years, and during the remainder of his life spent more time in the enjoyment of his horses and art collections than in the financial world. His last achievement was the leasing of the West Shore road in order to put

an end to competition, and this was accomplished only a day or two before his death.

Mr. Vanderbilt was a man of large physique, nearly six feet in height, erect, sturdy, well proportioned, and active in movement. Sometimes abrupt in speech, he was as a rule genial in business affairs and easy almost to graciousness in social conversation. He was a hard worker, an excellent judge of character, quick in intuition, generally correct in his judgments, fearless of the dangers which surround a man of his prominence, and exceedingly regular in his daily routine. He had that quality, inherited from his father, of being able to select the right man for any position and to leave its work to him with confidence that it would be well done. He was a domestic man, fond of the society of his wife and children, and enjoyed family gatherings at his house. His family life was always of the most pleasant character; and his wife, upon whom devolved the duty of bringing up their large family of nine children, only one of whom died in youth, was the same loving spouse and mother amid the magnificence which surrounded their latter days as in earlier times on the Staten Island farm. He never attended any large social gatherings or many big dinners.

One of his later undertakings was the building of his Fifth Avenue mansion, which was the most handsome private dwelling in America, and contained, besides numerous works of art, a magnificent collection of paintings, most of which had been selected by himself or painted to his order. His taste ran mostly toward brilliant historical pictures, although many other subjects were represented, and upon many occasions he permitted the public to view his collection. Like his father, he was a great lover of fine horses and was spoken of by the older set of horsemen as one of the best drivers who ever lived. His stable at 52d street and Madison Avenue was a model of elegance, and sheltered at different times some of the best trotting stock that could be procured. Every clear afternoon, he could be seen on the driveways of upper New York behind his favorite team. One of his first feats was to drive Small Hopes and Lady Mac, a mile to a top road wagon in 2.23 $\frac{1}{4}$ on Fleetwood Park track. This time had never been deemed possible and created a sensation in the trotting world. Later, he bought the celebrated Maud S., and one time drove her with Aldine to a top road wagon over the same course in 2.15 $\frac{1}{2}$, the fastest time ever made by a trotting team under any circumstances. Mr. Vanderbilt kept Maud S. for several years and then sold her to Robert Bonner.

While a liberal donor to philanthropic work (some of his gifts being too great to remain unknown), Mr. Vanderbilt avoided publicity wherever possible. Many of his benefactions have never been made public. On the presentation of the obelisk to this city by the Khedive of Egypt, Mr. Vanderbilt defrayed the entire cost of its transportation and erection in Central Park. He also gave \$100,000 to the Vanderbilt University at Nashville, Tenn., for the erection of a Theological Hall. His other gifts to this institution at various times amounted to as much more, and he left it \$200,000 in his will. He was also a large contributor to the Deems fund for the education of indigent students at the University of North Carolina, and made several generous gifts to the University of Virginia. In 1884, he gave \$500,000 to The College of Physicians & Surgeons of New York for a site and the erection of a new building. His generosity towards General Grant at the time of the disastrous failure of Grant & Ward, is well known. By his will, he gave \$100,000 to the Metropolitan Museum of Art; \$300,000 for Episcopal missions; \$100,000 each to St. Luke's Hospital, The Young Men's

Christian Association, and The United Brethren's church on Staten Island; and \$500,000 more to other institutions, a total of a million dollars. His religious feelings were strong and well founded. He was a life long communicant of St. Bartholomew's church, having become a member of that body when he first came to the city. For many years he served as a vestryman. When that church removed up town, he was a member of the building committee for the new structure and gave liberally of both his time and money to this work. His children were Cornelius, William K., Frederick W., and George W. Vanderbilt; Margaret Louisa, wife of Elliott F. Shepard; Emily Thorn, wife of William D. Sloane; Florence Adele, wife of Hamilton McK. Twombly; and Eliza O., wife of William Seward Webb.

CORNELIUS VANDERBILT, railroad president, oldest son of William H. Vanderbilt, was born Nov. 27, 1843, on his father's farm on Staten Island. After an academic education, he left his books to enter The Shoe & Leather Bank as a clerk, and, after a time, became clerk for the Wall street firm of Kissam & Co. Even at this early stage of his career, it was evident that he possessed the remarkable business ability of his family and would make his mark in any calling.

In 1865, his father called him to a clerkship in the office of The New York & Harlem Railroad, in order that his training in railroad management should begin at the beginning and be thorough and comprehensive. Making himself perfectly familiar with the system of accounts, he became, in 1867, treasurer of the company, a position he held for ten years. In 1877, he was elected vice president of The New York & Harlem Railroad and first vice president of The New York Central & Hudson River Railroad. In these important stations, Mr. Vanderbilt displayed excellent capacity for dealing with important subjects, sound and keen judgment, and the ability to decide safely and without hesitation. During the following years, before his father's practical retirement had placed upon him the weight of enormous trusts, he served in an official capacity in the direction of others of the Vanderbilt railroads. He was treasurer of The Michigan Central Railroad, 1878-83; vice president, 1880-83; and treasurer and vice president of The Canada Southern Railway, 1878-83. Delighting in the study of railroad problems, systematic, industrious and rapid in the execution of work, he discharged every trust committed to him with fidelity and success; and when, in 1883, he became the especial representative of the Vanderbilt interests, he was universally recognized as a trained and competent railroad man.

In 1883, he was elected president of The Canada Southern Railway and chairman of the board of directors of The New York Central & Hudson River and The Michigan Central Railroads, and in 1886, president of The New York & Harlem Railroad and vice president of The Beech Creek Railroad. He is now connected in an official capacity with every one of the magnificent system of railroads, founded by his grandfather and developed by his father and himself. Of all the persons in the service of these corporations, no one labors with closer application or more conscientious spirit than the man upon whom, in reality, rests the principal responsibility of directing the policy of 16,000 miles of railway line and the labor of nearly one hundred and twenty thousand men. He pervades the whole system with his activity, deals with a great variety of problems, is thorough in his investigation of each one, and, while aided by men of distinguished ability who have charge of various branches of the service, is himself the inspiration of most that is done. He is now president of The Canada Southern &



Vanderbilt



Michigan Central Railroad, and director in about forty-five different companies, among them The New York & Harlem, The West Shore, The Dunkirk, Alleghany Valley & Pittsburgh, The Lake Shore & Michigan Southern, The Chicago, St. Paul, Minneapolis & Omaha, The Pine Creek, and The New York, Chicago & St. Louis Railroads, and is also a director of Union Trust Co., The New York Mutual Gas Light Co., and various other corporations.

While practical affairs necessarily absorb the most of his time, Mr. Vanderbilt has made himself one of the most useful and public spirited residents of this city by his sympathetic interest in and cordial support of every institution, which will advance the prestige of the metropolis or carry on a noble and philanthropic work. He is a trustee of Columbia College, The General Theological Seminary, the Cathedral of St. John the Divine, and The American Museum of Natural History, and chairman of the executive committee of St. Luke's Hospital and The Metropolitan Museum of Art. These institutions, most of which have received from him generous gifts, would alone consume all the time a busy man could ordinarily spare for public labors, but his attention to these interests does not comprise a moiety of his activity in the field of philanthropy. He is a devoted churchman, a regular attendant of St. Bartholomew's P. E. Church on Madison avenue, of whose vestry he is a member, and a manager of The Board of Domestic and Foreign Missions of the Protestant Episcopal Church, and The Seaman's Missionary Society, vice president of The Young Men's Christian Association and The Eye & Ear Infirmary, and director of The Home for Incurables, The College of Physicians & Surgeons, The Sloane Maternity Hospital, and The Hospital for the Relief of the Ruptured & Crippled, and a contributor not only to them but to many other societies and charities. He is also chairman of the railroad branch of The Young Men's Christian Association, founded by him in 1877, for which he has erected a most attractive building on Madison avenue at the corner of 45th street at an expense of several hundred thousand dollars.

In the social life of the city, he occupies a very eminent position. His wife is Alice Gwynne, daughter of the late Abram E. Gwynne, and the children born to them have been Alice G., William H., Cornelius, Gertrude, Alfred G., Reginald C., and Gladys. Mrs. Vanderbilt is a devoted mother and a gracious and charming woman, refined, dignified and cultivated in mind, and a worthy companion of her distinguished husband. While not especially fond of the life of clubs, Mr. Vanderbilt belongs to many and is occasionally seen in the houses of the Metropolitan, Union, Union League, Tuxedo, Knickerbocker, Grolier, St. Nicholas, City, Players', Century, Riding, Country, Racquet, Lawyers', New York Yacht, Westchester Polo and Down Town clubs, of which he is a member. He is also a member of The St. Nicholas Society and various other social organizations.

He is happiest in his home life and has contributed in the construction of his dwelling to the splendor of the metropolis. He has occupied for many years a house on the northwest corner of Fifth avenue and 57th street, the latter being the most desirable side street up town, owing to its greater width, the beauty of the mansions with which it is lined, and its nearness to Central Park, only two blocks away. This house was, in 1893-94, greatly enlarged, and the yard extended through to 58th street, several dwellings and the house of the Seventh Regiment Veteran club having been removed to make way for the new portions of the mansion. In its completed form,

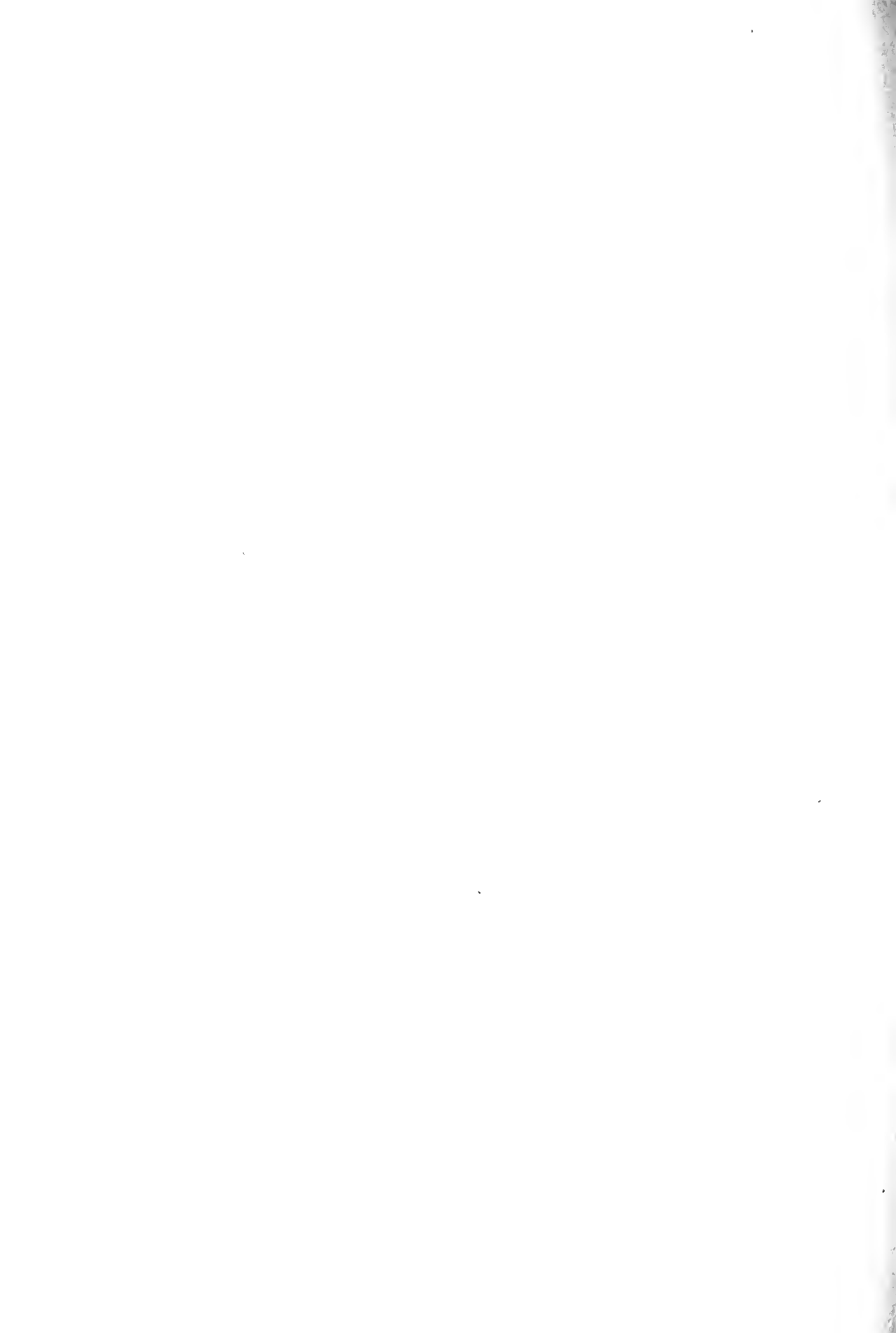
the mansion is now the largest private residence in America. It is of brick, five stories high, its ornaments, pinnacles, sills and trimmings made of light colored stone. In style, it follows the architecture of the Chateau du Blois in France, and, while impressive from its size and beauty, avoids ostentation and possesses an air of substantial comfort which is very pleasing. Within, Mr. Vanderbilt has spared no pains to endow his house with every attraction within the range of the powers of the architect, the sculptor, the artist, and the decorator. Carpets have been woven and furniture designed especially for each of the principal rooms by a celebrated firm of Paris. "Hospitality" is inscribed upon one of the walls and pervades the conduct of the establishment. A strip of lawn borders the Fifth avenue side of the mansion, and a garden and an impressive carriage porch adorns the 58th street front. The building is a notable contribution to the architecture of the city.

ABRAHAM R. VAN NEST, merchant, a native of Somerset county, N. J., who died in New York city, June 25, 1888, in his seventy-ninth year, was Dutch in pedigree. In early life, he came to the city and engaged in business with his uncle, Abraham Van Nest, son of William Van Nest, and a well known dealer in saddlery and later a manufacturer. To this trade the young man succeeded and his firm of A. R. Van Nest & Co. became one of the strongest in the city. The old house is yet in business and completes the one hundredth year of its existence in 1895. Mr. Van Nest has never sought public office, but in the business world, in which he was active for sixty years, he held many trusts. At the time of his death, he was a director of The Farmers' Loan & Trust Co., The Delaware & Hudson Canal Co., The New York, New Haven & Hartford Railroad, The Western Union Telegraph Co., The Sixth Avenue Railroad, The Seventh National Bank, The Stuyvesant Safe Deposit Co., and The Greenwich, Firemen's, Mercantile, Pacific and Guardian Insurance Co's. He had also served at various times as a director of The Illinois Central, The Delaware, Lackawanna & Western, and The Chicago, Milwaukee & St. Paul Railroads. His children were a son and three daughters, Alexander, Mary, Anna and Jane.

WARNER VAN NORDEN, president of The National Bank of North America, is a descendant of two of the oldest families on the Island of Manhattan. There are few residents of the United States more thoroughly American than he, his family having lived in his native city continually since the year 1633 or more than 261 years. On his father's side, Mr. Van Norden is a representative of one of the ancient Holland Dutch families, so many of which have been conspicuous in the history of the State, the Van Nordens having come to America from Amsterdam about the year 1640. On his mother's side, he is descended from the famous Rev. Dr. Everardus Bogardus, who began preaching the gospel in the old church within the fort on what is now the Battery. He was the first regular Presbyterian pastor in the United States. Dominie Bogardus was a fearless preacher of the gospel and a determined champion of the people in their conflict against the arbitrary rule of the Governor, William Kieft. In 1638, he married the rich widow Anneke Jans, who owned what is known as the "Trinity Church property." Two of Mr. Van Norden's mother's ancestors were Abraham de la Noy and Jean Mousnier de La Montagnie, French Huguenots, who had fled from religious persecution to Holland and who with other colonists came to New Amsterdam in the early days. De La Montagnie belonged to the *ancienne noblesse* of France and was a man of great learning, unusual accomplishments and elegant manners. His three



Warner Van Norden



daughters were the most charming and attractive women in the colony. He was Councillor to Governor Kieft, a sort of prime minister. After Petrus Stuyvesant became Governor, de La Montagnie was Vice Governor and ruled the northern portion of the province, establishing his seat of government at Fort Orange, now Albany.

Other old New York families, with whom Mr. Van Norden is connected by blood and marriage ties, are the Roomes, Kiersteds, Kips, Van Nests, Waldrons and Vermilyes. His great great grandfather, Adriance Hoghland, once owned all the land now occupied by Riverside Park and Drive and long known as the De Kay farm.

Mr. Van Norden was born in the city of New York, July 2, 1841. He was educated in the preparatory school of the University of the City of New York, in the grand old building, recently removed, which stood opposite the Washington parade ground. His father was a wholesale produce merchant on the west side of the city, and the young man entered a house engaged in a similar line of business at No. 3 Front street. This concern was the largest of its kind in the country, the principal part of the business being with English shippers. Here, Mr. Van Norden received a thorough training in commercial life. He was noted for his fidelity to duty, diligence and intelligence. In a brief period, he had risen to be a partner in the house and later he became its representative in the South. His mercantile career was attended with marked success. Untiring, upright, commanding the respect and confidence of all with whom he came in contact, he was able to enlarge the trade of his firm and he shared in the prosperity which he was instrumental in creating. In 1876, he retired from mercantile business and engaged in private banking, becoming interested in a variety of railroad and other enterprises.

In the early eighties, the subject of this sketch became interested, with some Pacific coast friends, in the Plymouth gold mine of California and was the president of the company. The Plymouth was then the best gold mine in the United States and produced in the entire period of its existence over six millions of dollars. Visiting such a mine, sixteen hundred feet under ground, is attended with risks and casualties are frequent. Though dangerously near to accident a number of times, Mr. Van Norden was never injured. The same Providence has watched over him on more than a score of long ocean voyages and in travels through many lands. His most thrilling experience was in August, 1864, when voyaging up the Mississippi on the passenger steamer Empress. At Gaines' Landing, Arkansas, a hidden Confederate battery suddenly opened fire on the steamboat. Over one hundred shots were fired. The captain and a number of passengers were killed and many wounded. The boat was disabled and was on the point of being captured, when the United States gunboat Prairie Bird, coming to the rescue, drove off the enemy and towed the Empress to a place of safety. The surgeon came aboard, and, with the help of Mr. Van Norden and other passengers who were unhurt, cared for the injured. At sundown, a little group tenderly laid away in newly made graves under a great cypress tree the remains of those whose lives had been taken, and offered a prayer for their loved ones at home.

In January, 1891, Mr. Van Norden was elected president of The National Bank of North America, one of the oldest financial institutions in the country, and has since remained at its head. Besides conducting the affairs of this bank, Mr. Van Norden has been led by his progressive nature and intelligent interest in affairs to become a manager in other important corporations. He is president of The South Yuba Water Co.;

president of The Land & River Improvement Co.; vice-president of The Holland Trust Co.; and a director of The Home Insurance Co., American Savings Bank, The Northern Trust Co., of Superior, Wis., and several other organizations. He is also a receiver of The Chicago & Northern Pacific Railroad Co., and of The Norfolk, Albemarle & Atlantic Railroad Co. He is president of The Holland Society and a member of the Metropolitan and Lawyers' clubs as well as of the Chamber of Commerce.

Like his famous ancestor, Dr. Bogardus, Mr. Van Norden is a Presbyterian churchman and is active and prominent in religious circles. He is a trustee both of his Presbytery and Synod. He ranks among the foremost of ruling elders, has frequently served in the judicatories, and is president of The Presbyterian Union of New York city. He has been active in the Presbyterian General Assembly as well as in the Presbytery and Synod, and is a member of the Assembly's Committee on *The Church Magazine* and the Presbyterial Committee on Church Extension. Besides this, he is a prominent member of The Board of Foreign Missions, and a director of The American Tract Society and The New York Association for Improving the Condition of the Poor.

Mr. Van Norden has been specially fitted for the great burden of work imposed upon him by his extended interests, by the possession of a magnificent physique and robust constitution, inherited from his sturdy ancestors. Moreover, he has never irritated these natural powers by the use of tobacco or ardent spirits. In addition to shrewd business ability and religious activities, Mr. Van Norden is possessed of rare social qualities. Refined, agreeable in manner, with a mind well stored with information by travel, observation and reading, and possessing a racy humor, he is in demand both as a conversationalist and an after dinner speaker. His home is beautified with rare works of art, showing a cultivated taste, but the atmosphere of family affection which pervades it is its rarest and most enviable adornment. He is deeply devoted to the welfare of the metropolis and has contributed his share in maintaining those two notable institutions, The Metropolitan Museum of Art and The American Museum of Natural History.

CORTLANDT SCHUYLER VAN RENSSELAER, lawyer and realty owner, born in Albany, N. Y., Nov. 20, 1859, is a son of Gratz and Catherine Van Cortlandt Van Rensselaer and in the seventh generation of descent from Kilian Van Rensselaer, who bought from the Indians the land now comprising the counties of Albany, Rensselaer, Delaware, Greene and Columbia and became first patron of Rensselaerwyck. The parents of the subject of this sketch removed to New York city, while he was a lad. Graduating from Hobart College, he afterward attended Columbia Law School in New York, but, before graduating, went to Eau Claire, Wis., and was admitted to the bar there. He practiced law with success for a while but returned to New York city in 1884 and entered the office of Elihu Root, then United States District Attorney. He became Assistant District Attorney under William Dorsheimer, Mr. Root's successor, and later, under Stephen A. Walker and Edward Mitchell. A delegate to various State conventions of the Republican party, Mr. Van Rensselaer once ran for Congress against General Spinola in the XIIth District, and, although defeated, made a vigorous and determined campaign. In 1891, he became counsel for The American Surety Co., and yet holds that position, being an active, sound and capable lawyer. He is the proprietor of considerable real estate, mainly acquired by successful investment, the basis of which was an inheritance from John Van Rensselaer, his grandfather, and Stephen Van Cortlandt, his great grandfather, and has managed his properties with excellent judg-

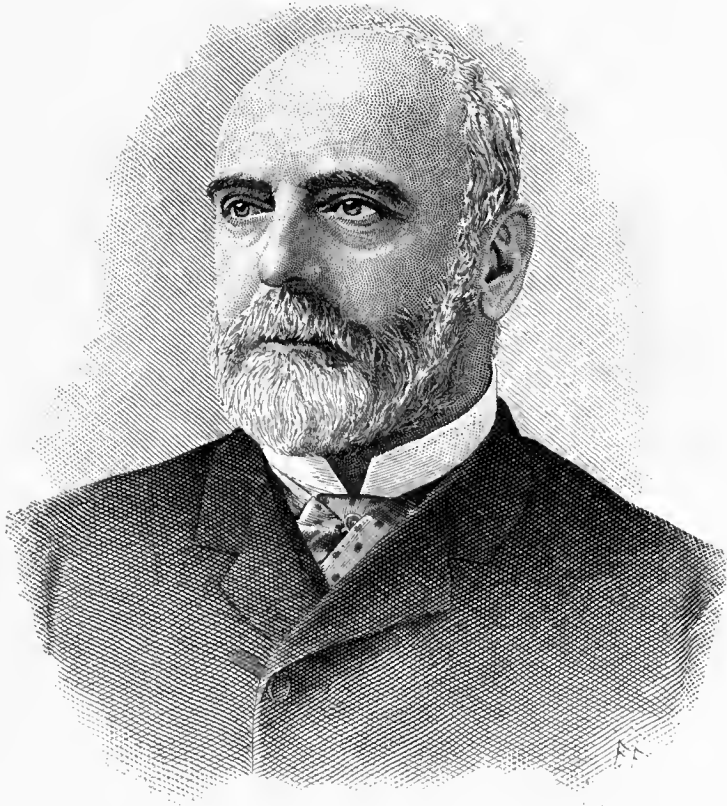
ment. In 1891, he married Miss Horace, daughter of William Macaulay, a Scot and a writer of distinction and a descendant in her mother's line from Capt. John Underhill. He is a member of the Metropolitan, Country, University, St. Nicholas and Sigma Phi clubs, The Society of Colonial Wars, The Colonial Order, The Sons of the Revolution and the Huguenot Society.

ASHLEY ABRAHAM VAN TINE, one of the most notable of the up-town merchants of this city, was born Oct. 12, 1821, in Chazy, N. Y., and died at his home, No. 153 West 57th street in this city, Jan. 25, 1890. He traced his family line back to old Holland stock, and his father, David Van Tine, followed the occupation of a farmer. It was upon the farm that Ashley A. Van Tine began life. He grew up rugged in health, practical and energetic, and, with a country school education, took the first step in the way of bettering his condition by becoming captain of a canal boat, while yet under age, graduating from this latter service to engage in teaching a school in Plattsburgh. This latter experience was useful to Mr. Van Tine, and by constant study he became a well informed man.

Early in life, the subject of this memoir joined the throng of residents of the Eastern States, who were pouring into California, drawn by the glowing tales of discoveries of gold. Being detained on the Isthmus of Panama, a hundred days, he followed a custom usual with him and not often followed, of making the most of every minute of time, and at once began to study the Spanish language, becoming so proficient that the Alcalde offered him great inducements to remain. But the glitter of California gold proved too tempting to the New Yorker, and he pressed onward to San Francisco. For a number of years he carried on a profitable trade in general merchandise in the cities of Marysville and San Francisco, during which period he experienced some of the hardships of life in a region in which the comforts of civilization had not yet been introduced, but steadily gained ground and made his way without serious interruption.

It was during his mercantile experience upon the Pacific coast, that Mr. Van Tine became acquainted with the beauty of the ceramic and textile productions of the two great nations beyond the western ocean. About 1866, he came to New York city and with small capital began to import Chinese and Japanese goods, and to introduce the beautiful productions of Asiatic art to the attention of local buyers. He may thus be said to have become for the second time a pioneer, and, as before, in an almost unexplored field. Little was then known by the public at large concerning the variety and beauty of Chinese and Japanese goods, because scarcely anything of this nature had ever been received in New York up to that time beyond a few invoices of silk, porcelains and lacquered ware. Mr. Van Tine entered upon his new enterprise with his accustomed good judgment and after prudent study of the markets. A love of beautiful objects, formerly cherished by a few, had finally taken possession of the people of New York city and the American public at large, and the adornment of the home was leading to the purchase of every article, which would gratify a refined taste, including hangings, pictures, decorated pottery and elegant trifles of all kinds.

Mr. Van Tine opened his store just at the right time and throngs of buyers rewarded his enterprise. His first day's sale amounted to \$50 only. Although insignificant in itself, this result was a surety of success to his mind and he prosecuted his business with vigor and confidence. When he finally began to order hundreds and



Ashley A. Vantrien



J. D. Vorwies

thousands of the various articles which composed his stocks, the Japanese merchants looked at him with amazement, while buyers in New York were captivated by the variety and extent of the goods he spread before them. In time, he finally added the importation of Turkish rugs to his business and rose to be the leading merchant in this field in New York city. His operations compelled him to maintain branches and representatives in every part of the United States and in many countries abroad. At one time, he had customers in every State of the Union.

In 1870, he admitted to partnership, under the name of A. A. Van Tine & Co., James F. Sutton, who remained with him for twelve years and then retired. James I. Raymond was made a partner in 1875. Various other changes took place in the firm, and finally, in 1887, Mr. Van Tine retired, after an honorable career of nearly fifty years in practical business. He was able to enjoy a few years of well earned rest before his death. His wife and two daughters survived him.

PHILIP VAN VOLKENBURGH, merchant, a native of Ghent, Columbia county, N. Y., born May 14, 1813, died in New York city, Feb. 18, 1889. He received a common school education and, at the age of twenty-one, took charge of the business of J. & B. Marshall at Stockport, N. Y. At the end of two years, he had saved enough to purchase the business outright. Having carried on the store with success until 1844, he then came to New York and entered the employment of Rufus R. Skeel & Co., and after two years became a member of the wholesale dry goods firm of Skeel, Hurburt & Sweetser, continuing as a partner through various changes until Jan. 1, 1885, when a new sign announced the firm name as P. Van Volkenburgh & Co. Marked probity of character, courteous demeanor and persistent enterprise made his firm conspicuous in the dry goods trade. Edward and Thomas, sons, became members of the firm in course of time. Mr. Van Volkenburgh was one of the founders and first president of The Fifth Avenue Bank, a director of The Importers' and Traders' Bank, a trustee of The Greenwich Savings Bank and The United States Life Insurance Co., and one of the governors of The Women's Hospital. He possessed to a marked degree the confidence and respect of the business community. To him and his wife, Ann S., were born four children, Edward, Thomas S. and Philip Van Volkenburgh, and Emma, wife of Edward S. Rapallo.

JOHN DAVIS VERMEULE, merchant, banker and manufacturer, was born Sept. 21, 1822, in Plainfield, N. J., to which place his great grandfather, formerly of Bergen, had removed in 1736. His father and grandfather both bore the name of Frederick Vermeule, and the latter for many years served as Presiding Judge of the Court of Common Pleas of Somerset county. Judge Vermeule's father was Cornelius Vermeule, a large land owner, proprietor of an estate comprising over one thousand two hundred acres. He was a member of the Provincial Congress of New Jersey and an active patriot in the Revolution. His four sons, including Judge Vermeule, were all in the service as soldiers or officers. Cornelius was a son of Adrian Vermeule, Voorleser and Town Clerk at Bergen, N. J., and a grandson of Jan Cornelissen Vermeule, town officer, church elder and a prominent citizen of Vlissingen in Zeeland. Adrian came to America originally on a visit, but was persuaded by his friends to remain and accept the position of Voorleser at Harlem. He was afterward called to Bergen and there married Christina Cadmus, whose paternal grandfather, Thomas Fredericksen Cadmus, and maternal grandfather, Andries Hopper, were both residents of New Amsterdam and owners of

real estate, prior to 1650. Including Jan Cornelissen, representatives of six successive generations in the Vermeule family and of the name have served as elders in the Church or ministers of the gospel.

Until eighteen years of age, John D. Vermeule was a student of Morton's School in Middlebrook, N. J. He then decided to become a merchant and entered a dry goods store in New Brunswick. Since acquiring his business training there, most of his time has been spent as a manufacturer and banker. In 1844, The Goodyear's India Rubber Glove Manufacturing Co. was formed to carry on the manufacture of rubber boots, shoes and clothing. For the past thirty-five years, Mr. Vermeule has successfully managed the affairs of this corporation, and is the principal stockholder and president and treasurer of the company. As a merchant, he is capable; as a manufacturer, he is enterprising, vigorous and practical; as an executive officer, efficient and thorough. Under his direction and supervision, The Goodyear's India Rubber Glove Manufacturing Co. has developed its operations and extended its trade until the business is continental. To meet its requirements, large factories have been built in Naugatuck, Conn., employing 2,000 operatives in what is now the largest industry of its class in the United States, manufacturing 18,000 pairs of boots and shoes per day and in addition a large amount of rubber clothing and other articles. The capital of the company is \$500,000, and its surplus largely in excess of this amount. In devising new and valuable applications of rubber to the production of clothing and the manufacturing of boots and shoes, Mr. Vermeule has led the trade. His success has resulted from the exceptional combination of a clear mind with tenacious perseverance, a high character and unceasing enterprise.

Notwithstanding the great scope and responsibility of his principal occupation, Mr. Vermeule has also been associated with other important institutions in New York. He is president of The Holland Trust Co., vice president of The American Savings & Loan Association, and a director in other money institutions. He is also president of The York Cliffs Improvement Co., The York Water Co., and of other industrial corporations.

As a busy man of affairs, he has found in public life few attractions. He has not cared to neglect the great business interests under his management, because he finds greater happiness in the field of legitimate enterprise than can come to a man of his temperament in public office. While he once consented to serve as Supervisor of the town of Castleton in Richmond county, he has refused other suggestions looking to his selection for the public service.

Mr. Vermeule was married, April 15, 1846, to Mary C., daughter of John W. Kelly, a merchant of Philadelphia, from which union there are no children now living. He has joined a few of the best clubs in town, including the Manhattan, Reform, Riding, Commonwealth and Merchants' Central. He is also an interested member of The Holland Society, being associated there with numerous other descendants of the early Dutch inhabitants.

JACOB DYCKMAN VERMILYE, banker, born July 15, 1817, on John street in this city, died at his home on 51st street, Jan. 1, 1892. He was descended from Huguenot stock, and began life, at the foot of the ladder, as clerk in an office on Wall street, where, and in a clerkship in The Merchants' Exchange Bank and later in The Hide & Leather Bank, he gained a knowledge of the elements of finance. Although repeatedly

promoted, he finally left to become paying teller of The Bank of the United States. A better offer led him finally to Newark, N. J., to become cashier of The Newark State Bank, where he served with credit until 1858, being also for four years cashier of The Newark Banking & Insurance Co. Recalled to New York in 1858 as cashier of The Merchants' Bank, he became president of that institution in 1868, retaining this office until his death. During the Civil War and the issue of Government bonds and later, Mr. Vermilye shared in many of the largest financial operations of the day. He was one of the originators and, at the time of his death, treasurer of The Equitable Gas Light Co.; for many years chairman of the executive committee of the Clearing House; and a director of The Bank of North America, The Central Trust Co., The Royal and The Continental Insurance Co's., and about twenty other banking and insurance corporations. At one time, he declined an offer of appointment as Assistant Treasurer of the United States in New York city. An active nature and vigorous health permitted him to extend his activity in many directions, and a philanthropic nature ensured his interest in labors for the public good. He served on the School Board, 1873-90, gave largely to the Robert College in Constantinople, and the Theological School of Princeton College, and was useful in the Fifth Avenue Presbyterian Church, the Boards of Home and Foreign Missions, and The Home for Incurables. He delighted in private acts of benevolence. Married in 1840 to Mary Cornelia, a daughter of Gerard Lathrop, he was the father of William G. Vermilye and Mary Ann, wife of Henry W. Baldwin. After the death of his wife in 1879, he married Mrs. Annie C. Baldwin, who survives him.

COL. WASHINGTON ROMEYN VERMILYE, banker, born in New York city in 1810, died at his home in Englewood, N. J., Dec. 23, 1876. He was a son of William W. Vermilye, and a brother of the Rev. Thomas E., Jacob D., the Rev. Robert G. and William M. Vermilye, and through his father of Huguenot and by his mother, Mary Montgomery, of Dutch ancestry. First a clerk for The New York Bible Society, he afterward entered the office of Rufus Nevins in Wall street, where he remained until he went into business for himself, shortly after he became of age. Later, he formed a partnership in banking with George Carpenter under the name of Carpenter & Vermilye, which continued until shortly after the breaking out of the Civil War, when the name was changed to Vermilye & Co. The house is yet in existence. Having military tastes, Mr. Vermilye in 1830 joined the 5th Company of the 7th Regiment of militia. Promoted to be a captain in 1833 and major in 1840, he became colonel in 1845. He also was a member of the Veteran Association down to the time of his death, being at one time its colonel. At the outbreak of the Civil War, he enlisted as a private in the 8th Company for a three months campaign in 1862. After long service in the regiment, he retired, but retained his interest and took an active part in the building of a new armory. He was president of The Greenwich Savings Bank and a director of The Merchants' National Bank and The Presbyterian Hospital, a member of the Board of The American Bible Society and The Presbyterian Board of Foreign Missions, and an elder in the Presbyterian Church at Englewood. He made liberal bequests in his will to religious and charitable organizations. In 1834, Col. Vermilye married Elizabeth D., daughter of the Hon. Samuel Lathrop, of West Springfield, Mass. Two children survived him, Washington Romeyn Vermilye and Emily A., wife of Elbert A. Brinckerhoff. He was the soul of honor, a good friend, a useful citizen, a staunch patriot and a trusted banker, and as a Christian, sincere and devout.

W.

JOHN BRISBEN WALKER, Ph. D., LL.D., editor and publisher, born on the Monongahela river, Pa., Sept. 10, 1847, springs from an old American family. His grandfather, Major John Walker, was the first commissioner for the improvement of Western rivers, and established the first ship yards west of the Alleghanies. Gen. S. G. Krepps, his mother's father, was a conspicuous figure in the Pennsylvania Senate between 1817 and 1827. From Georgetown College in 1865, Mr. Walker went to West Point. He resigned in 1868 to accompany J. Ross Browne, the United States Minister, to China, where he entered the military service of the Empire. In 1870, he returned to his home and engaged in manufacturing in West Virginia, his popularity there resulting in 1872 in a nomination by the Republicans for Congress. He was not, however, elected. The panic of 1873 reduced Mr. Walker to poverty and he began life anew as a special writer for *The Cincinnati Commercial*. He was shortly afterward made managing editor of *The Pittsburgh Telegraph*, and in 1876, managing editor of *The Washington Daily Chronicle*. In 1879, he removed to Colorado and engaged in alfalfa farming. He was the first to introduce alfalfa farming on a considerable scale into Colorado, and, during the following ten years not only developed this interest but redeemed from overflow a large tract of bottom lands on the Platte river within the city limits. The Berkeley Farm became the largest plantation of this perfumed giant clover in the State. These enterprises brought him a second fortune, which was due to his own efforts. In 1889, he came to New York, purchased *The Cosmopolitan Magazine*, then an insolvent property, having a circulation of 16,000 copies, infused great life into the magazine, and brought its circulation up to nearly 400,000 copies a month. In 1871, he married Emily Strother, daughter of Gen. David Hunter Strother, of Virginia, famous under the nom de plume of "Porte Crayon," and their children are John Brisben, jr., David Strother, James Randolph, Justin, Harold, Wilfred, Ethel and Gerald. Mr. Walker is a member of the Century and Aldine clubs of New York, and the University club of Chicago.

ANTHONY WALLACH, manufacturer born in Freystadt, Hungary, May 13, 1834, is one of the men of foreign birth who have made a conspicuous success of life in New York city. He received a thorough education at a private school, and learned from his father the trade of manufacturing jeweler. At the age of nineteen, he became associated with his brother, who had preceded him to this country by five years, in the manufacture of gold chains. Commencing in a small way and pushing the sale of their goods with the greatest skill and energy, they gradually enlarged their business until they became one of the largest firms in that specialty in the country, employing from two hundred to three hundred hands. They established a reputation of their own for their class of goods, by adopting a uniform price for the various patterns and weights and being careful of the quality of all their productions. During his thirty years' experience, Mr. Wallach enjoyed uninterrupted success. He was known throughout the entire business community as a man of the highest probity. He passed through more than one great financial crisis, but his paper was never once dishonored, because he met all his financial obligations promptly.



A. Mallach

Every man of European birth, who is upright, practical and of good repute, and who identifies himself cordially with the affairs of the country, finds opportunities in America for making his mark, fully equal to those enjoyed by the native born. In New York city especially little else is asked concerning a business man, except this. Is he competent, honest and judicious? Mr. Wallach's career is one more proof of this: He became a director in The Importers' & Traders' National Bank in 1875, and in The United States Life Insurance Co. in 1876, in both of which institutions he is yet associated with many of the most prominent business men in New York city, who recognize his business ability and sound judgment.

During a period of over a quarter of a century, Mr. Wallach has been also identified with various benevolent and charitable organizations and has been especially active in aiding his compatriots, who have sought an asylum under the free government of the United States. He gave employment in his works to a large number of them, among them being the secretary and personal friend of the distinguished Kossuth.

Mr. Wallach visited his native country in 1866, where he married Emma Sessler, a highly educated and accomplished lady, whose brother is yet a prominent officer in the Austrian army. Mr. Wallach has contributed liberally from his own means to various benevolent enterprises, and during the great inundation at Szegedin, in Hungary, raised the largest amount of money for relief of any individual.

He retired from business in 1883, and has since devoted his time and energies to aiding his fellow men. He has been for many years connected with the Masonic fraternity, in which his moral and social qualities are highly appreciated.

JAMES EDWARD WARD, shipping merchant, a native of New York city, was born Feb. 25, 1836, and died at his country home at Great Neck, L. I., July 23, 1894, in the prime of a creditable and successful life. His father was James Otis Ward, a shipping merchant. The founder of his family in America was William Ward, born in Derbyshire, England, in 1603, who came to America before 1639, represented Sudbury, Mass., in the General Court of the colony in 1644, and died in Marlboro, Mass., Aug. 10, 1687.

Suitably educated in the schools of New York city, Mr. Ward began his active career at an early age as a clerk in his father's office. The young man displayed marked force of character from the outset and started, in 1856, at the age of twenty, on his own account, a line of sailing packets from this port to Havana, operating them under the name of James E. Ward & Co. This name is retained to the present day. Mr. Ward was an excellent manager, soon gained almost a monopoly of the carriage of freight and passengers between New York and Cuba, and by 1875 had afloat about forty sail of vessels, including a few steamers, employed mainly in the trade of the West Indies. His ships were always model carriers. After the war, Mr. Ward resolved to employ steam in the Havana trade and became indeed the pioneer therein. In 1866, he launched the steamship Cuba and with her established the first regular steam communication between New York and Havana. The use of steam justified the enterprise so promptly, that Mr. Ward then chartered the Liberty and later yet a number of freight steamers. About 1875, he began disposing of his sailing tonnage, and, after 1877, confined his operations almost wholly to steam.

In 1877, John Roach built for him under contract the two iron steamers, Saratoga and Niagara, of 2,300 tons each, both in all respects greatly in advance of any then

afloat under the American flag. The *Saratoga*, bought shortly afterward by the Russian government, is yet in service, an object lesson of the value of the merchant marine as a naval reserve. Her place in the line was taken in 1878 by a new iron steamer of the same name. The *Santiago* was added to the fleet in 1879 and employed in trips to the South coast of Cuba. The *Newport* of 2,800 tons was built in 1880, and in 1883, the *Cienfuegos*, the latter for the trade to the south side of Cuba. In 1888, he bought the excellent steamers of the *Alexandre* line and gradually extended the service of his fleet to Mexico, Honduras and Yucatan, until to-day the line comprises ten iron and steel steamships aggregating about 30,000 tons, all flying the flag of James E. Ward & Co., and the banner of the United States. Mr. Ward made his office at No. 113 Wall street and was for forty years a familiar figure in that part of the city.

In 1857, he married Harriet A. Morrell, daughter of William Morrell, and was survived by one daughter, Florence A., wife of Alphonse H. Alker of this city. He spent every winter in New York city and the summer season either in travel or at his country home on Great Neck, L. I. The New York, Manhattan and Down Town clubs elected him to membership.

Always a strong advocate of the American flag over the American built ship, Mr. Ward took a most active and patriotic interest in every effort to promote the extension of the American merchant marine in the foreign trade, and was an active promoter and supporter of the American Shipping and Industrial League, an intimate friend of John Roach, the veteran ship builder, and a stirring, intelligent and successful man, loyal to his country, a staunch friend and an upright citizen.

WILLIAM T. WARDWELL, oil refiner, originated in Bristol, R. I., where he was born Feb. 1, 1827. He is descended from William Wardwell, an English immigrant, who settled in Boston in 1633 and planted here a family, which has given birth to many influential men. When he was nine years of age, the family of the subject of this sketch moved to a farm near Niles, Mich., and the lad began life as a farmer and mechanic. At the age of thirteen, he went to Buffalo, N. Y., to become a clerk for his uncle, Samuel W. Hawes, then engaged in the oil business. When of age, Mr. Wardwell embarked in the same business on his own account. The discovery of petroleum effected an entire revolution in the oil trade of the country. Mr. Wardwell adapted himself to the situation, started a refinery in Buffalo, and by his energy and commercial ability made the enterprise successful. To enlarge his operations, he came to New York shortly afterward, bought an old building and established the pioneer oil refinery at Hunter's Point on Long Island. The works soon became the largest on Newtown Creek and in 1875 were purchased by The Standard Oil Co. Mr. Wardwell then became a controlling owner and treasurer of The Devoe Manufacturing Co. This is one of the largest oil refining concerns in the country and exports hundreds of shiploads of oil to foreign countries every year. He is treasurer of The Standard Oil Co. and a very active and energetic man. Mr. Wardwell joined the Prohibition party in 1884 and has since become prominent by his advocacy of abolition of the sale of liquors. He has been nominated several times for office, and was in 1886 candidate of his party for Mayor of New York city. By his marriage in 1852 with Miss Eliza W. Lanterman, of Binghamton, N. Y., who died in 1887, he had eight children, of whom only two survive, a son and a daughter. In 1889, he married Martha Wallace, daughter of Dr. Samuel Wallace Ruff, U.S.N.

DR. LUCIEN CALVIN WARNER, manufacturer and philanthropist, is one of those energetic descendants of old families in New England, who have forced their way to the front in commercial pursuits in New York city, and, by their talents and character, won not only a commanding position in finance but the good will of business associates and the cordial respect of the public at large. On his father's side, he traces his lineage to Abel Warner, who was born about 1760 and lived in Harwich, Mass. Through Abel Warner's wife, he descends from Francis Cook, a Pilgrim of the Mayflower and a relative of Capt. John Cook, the celebrated navigator. His family has produced many men of distinction, among whom may be named Charles Dudley Warner, the author.

Dr. Warner was born in Cuyler, N. Y., Oct. 26, 1841. His father died when the boy was three years old, leaving the mother with less than \$500 of worldly goods and with two sons to rear and educate. As in the case of many another of America's successful men, Dr. Warner's early life was one of struggle. He obtained an excellent education, although with difficulty. Preparing for a classical course in the district school and local academy, he graduated from Oberlin college in 1865, defraying the entire expense of his education with the proceeds of his own labor. Resolved to become a physician, he spent two years in the medical department of New York University, and graduated in 1867, practicing medicine thereafter for six years with marked success.

In 1873, he decided to follow the natural bent of his mind and go into business. Removing to New York he began his career here with his brother, Dr. I. De Ver Warner, of Bridgeport, Conn., as a partner, in the manufacture of corsets, and founded the now eminent firm of Warner Bro's, and has always had the financial management of its business. When they began, the entire capital of the two brothers did not exceed \$5,000. Their operations were at first conducted upon a modest scale, but met with great success, and, in five years, they had taken the place of leading manufacturers of corsets in the United States. Their business has been managed with sagacity and business address, and has expanded steadily until, at the present time, the firm of Warner Bro's employ about 2,000 operatives in their large factory in Bridgeport and enjoy an enormous sale of their productions. The two brothers have both amassed large fortunes by legitimate enterprise in their chosen field and by that diligent, untiring and intelligent industry, which is the corner stone of worthy success. Their principal factory is in Bridgeport, but they are also interested in another in McGrawville, N. Y., and have a depot in Chicago for the sale of their products in the West.

Dr. Warner is the master of his business. He has never let his business be the master of him. He has pushed his enterprise into many lines of outside effort. In addition to the active management of the business of Warner Bro's, he is president of The McGraw Corset Co. and The International Phosphate Co., vice-president of The Twelfth Ward Savings Bank, and director in The Hamilton Bank, The Mount Morris Bank, and The Home Fire Insurance Co. He is an interested member of the Chamber of Commerce of New York.

He is widely known for public spirit, although never desirous of political office, his preference being for philanthropic work. For ten years, president of the Harlem branch of The Young Men's Christian Association, he has also been chairman of the State Committee of the order, and a member of the International Committee. He is a



Lucien C Warner

trustee of his old college at Oberlin, and of local, State, and international Young Women's Christian Associations, besides being a member of the executive committee of The American Missionary Association and one of the trustees of Congregational Church Building Society.

His gifts to public objects have been generous. He gave a \$100,000 building to his alma mater at Oberlin for a Conservatory of Music; was active and liberal in the erection of a \$150,000 building for the Harlem branch of The Young Men's Christian Association; and in partnership with his brother, has built an admirable club house in Bridgeport, Conn., at a cost of \$100,000, for the use of the girls in the employment of the firm.

Dr. Warner was married in 1878 to Keren S. Warner, a daughter of the late Judge Noah Humphrey Osborne and a descendant of Michael Humphrey, an Englishman who settled in Windsor, Conn., as early as 1643. This union has been a happy one, and has brought them four children, Agnes Eliza, Franklin Humphrey, Lucien Thompson and Elizabeth Converse Warner. His home is too attractive and his life too full of congenial occupation to permit him to become an extreme club man, yet he has found it convenient to accept membership in those excellent organizations, the Merchants', Harlem, Congregational and Patria clubs. He spends his winters in the city of New York at his residence at 2,042 Fifth Avenue, and his summers at a fine country house at Irvington on the Hudson.

JAMES MONTAUDEVERT WATERBURY, manufacturer, born Sept. 5, 1851, in New York city, and member of an old family, descends through both the maternal and paternal lines from early Puritans of England, who emigrated to the new world in 1631 and settled in Massachusetts and Connecticut. He is in the seventh generation of descent. His father, Lawrence Waterbury, was a manufacturer and capitalist.

The subject of this biography graduated from Columbia College in 1873, receiving his diploma of Master of Arts three years later. He enjoyed the advantage of beginning life in an established business, and, in 1874, joined his father in the industry, then carried on under the name of L. Waterbury & Co., which is now changed into a corporation, called The Waterbury & Marshall Co. Having served his probation in a subordinate capacity, he became in due time a member of the firm and has for years been senior partner in the house. The office of the concern is on Front street, while the factories managed by them are in Brooklyn.

During the early history of this house, the industry was carried on prosperously, exposed to no trials more severe than those to which all others were subject. But, about the time that Mr. Waterbury made his entrance into affairs, new conditions arose, which called for the exercise of greater sagacity and energy than the founders of the house had ever been called on to display. The success of a few well established old concerns, the adoption of binding twine for use in harvesting grain, the invention of labor saving machinery and the general growth of the country, had brought into the field after the Civil War an increased number of firms, engaged in the manufacture of cordage. Originating in the seaport towns of the Atlantic coast, this industry has spread to the grain growing states of the West; and in 1880, no less than about thirty-five concerns were competing for the business of the American market. The growth of the industry, fostered by a protective tariff, had resulted in practically excluding from the American market all cables and cordage made abroad. It had given employ-

ment to a large force of American operatives, kept at home large sums of American money, and gradually reduced the price of cordage to every consumer. But, while thus conferring positive benefits upon the public, the manufacturers themselves had been forced into so keen a competition, that the industry had ceased to be as profitable as formerly. This state of affairs was finally solved by an arrangement whereby various leading manufacturers united under the name of The United States Cordage Manufacturers' Association. Mr. Waterbury took an active part in bringing about this arrangement. There remained in business, however, about thirty-five independent concerns: thirteen in New England, seven in New York, four in New Jersey, four in Pennsylvania, four in Ohio, one in Illinois, one in Kentucky, and one in New Orleans. To absorb these companies, The National Cordage Co., was formed in 1887 to succeed the previous association and promptly took in fifteen of the independent concerns. In 1891, it absorbed fourteen more, only five remaining outside in the whole country. Again, Mr. Waterbury was active in these proceedings and was made president of the company. The corporation fulfilled its mission for a time, but the growth of new concerns and the panic of 1893 caused the company to go into receiver's hands and be re-organized. Mr. Waterbury's concern now continues the distribution of cordage for the company.

An excellent man of business, clear headed, enterprising and alert, Mr. Waterbury has not confined his activities to cordage, but is president or director of many corporations both here and in Canada.

In the social world, he has long been conspicuous. He was president of the Country club of Westchester for ten years and is yet a member of the governing committee, and is a governor of the Metropolitan club and life member of the Knickerbocker and New York Yacht clubs, his uncle having been one of the nine founders of the latter, July 30, 1844. He is also a member of the Union, Calumet, Players', Riding, Racquet, Down Town, Rockaway Hunting, Meadow Brook, Seawanhaka Corinthian Yacht, the Patriarchs and other clubs. He was married in 1874 to Kate Anthony Furman, daughter of John M. Furman, and their children are Catherine Livingston, James Montauvert, Lawrence, John Cunningham, Elsie, Cleveland Livingston, Grenville and Reginald Furman Waterbury. The family have a country home at Baychester, N. Y., having recently sold their house in Fifth avenue.

COL. JOHN WATSON, merchant, born in Rensselaerville, Albany county, N. Y., in 1807, died at his home in Montrose, South Orange, N. J., June 13, 1891. He came from old Colonial ancestry and was the son of Wheeler Watson. After a common school education, he was taken into his father's tannery, and remained there until of age, when he removed to Prattsville, to enter into partnership with Col. Zadoc Pratt, the tanner, his brother in law. This firm built up a large business, so that when the partnership was dissolved in 1846, Colonel Watson possessed what was then a large fortune. He then removed to New York, and at once organized the business in which he attained his later success. The firm displayed the sign of Thorne, Watson, Corse & Co., and was established at No. 18 Ferry street, where they remained for over a generation, becoming one of the most successful leather houses in this city. The personnel of the firm changed several times, but there was always a Thorne or a Watson in the membership until the final dissolution in 1879, when Colonel Watson retired. Colonel Watson was a member of Grace Church until 1875, when he removed

to a country seat at Montrose, which he laid out in the finest style, living there until his death. Retiring and modest, averse to clubs and fashionable life, he was fond of flowers and devoted much time and pains to their cultivation. Many fine horses found a home in his stables. He received his military title while a resident of Prattsville, in the command of a Greene county regiment. He was a life long Democrat and served one term in the Assembly while residing in Prattsville. Married early in life to Miss Mary Watson, who died about 1873, he was survived by two children, Miss Emily A. Watson and Mary J., wife of Evan T. Walker.

WILLIAM WATSON, merchant, who died at his country home in Westchester, N. Y., Sept. 28, 1877, at the age of sixty-six, was, in his day, one of the most conspicuous men in the wholesale dry goods district of this city. He rose by perseverance, the power of organization, and scrupulously honest methods into great prominence. Following the example of other judicious merchants, he invested his savings mainly in real estate; and the growth of the city, which he did so much to promote, gave his holdings large value in the course of a few years. Also the possessor of some excellent land north of the city, he occupied a farm of about 240 acres in Westchester county, and it was his desire that all of his children should establish their own homes upon this beautiful estate. To him and his wife Maria were born nine children, Lydia, wife of Dr. Henry G. Houghton, of England; Anna, wife of W. H. Caswell; Mrs. Maria C. Foster; Mrs. Emily Williams; Eliza G., Robert C., Francis A., Henry R. C. and William Watson.

HENRY WALTER WEBB, railroad official, was born May 6, 1852, in Tarrytown on the Hudson, N. Y., and is a son of the late James Watson Webb. He was educated in Mr. Churchill's school in Sing Sing and the School of Mines and the Law School of Columbia College, and began life as an ambitious young lawyer in the firm of Webb & Sprague. In 1882, he joined the banking and brokerage firm of W. S. Webb & Co. in Wall street. In 1886, he entered the service of The Wagner Palace Car Co. as vice president and in this responsible position displayed such unusual executive ability that three years later, in 1889, Mr. Depew, president of The New York Central & Hudson River Railroad, made Mr. Webb his assistant. Having in this capacity rapidly gained a thorough acquaintance with the details of administrative management and revealed anew his sound judgment, coolness and power of work, he was in 1890 elected third vice president of The New York Central and Hudson River Railroad and continues to occupy this position until the present time. The burden of a vast amount of labor and responsibility has been placed upon Mr. Webb during the past five years, but he has discharged every duty and met every emergency with firmness, ability and success. He has recently become identified with a number of financial corporations and is a director of The Terminal Warehouse Co., The Mutual Life Insurance Co., The Lincoln National Bank, The City National Bank, The Hudson River Bank, The New York Security & Trust Co., The Lincoln Safe Deposit Co., The Commonwealth Insurance Co. and a number of railroads. Quiet, genial and well informed, he is a pleasant companion in private life and a valued member of the Union, Metropolitan, Calumet, Century, Engineers', City, Commonwealth, Riding, Country, University, Racquet, Westminster Kennel and Lawyers' clubs, and by virtue of lineal descent from Col. Samuel Blatchley Webb of Connecticut, a member of The Sons of the American Revolution. In 1884, he married Leila Howard Griswold, daughter of John A. Griswold of Troy, and their children are Henry Walter and John Griswold Webb.

WILLIAM H. WEBB, veteran ship builder and successful man of affairs, is one of those Americans of original genius and unusual force, whose stainless character, broad mind, public spirit, and splendid services in the practical arts, his countrymen are glad to recognize as typical of the best of their race.

He was born in the city of New York, June 19, 1816, the year in which Robert Fulton died. A descendant of old American families, he was reared in a city which has gradually become cosmopolitan in its population and foreign in its tastes, but his nature has always been too sturdy and his patriotism too intense to yield to any influence not American; and he has, from the very beginning of his remarkable career, been distinguished for his affection for his native land and his ardent efforts to promote its fame and prosperity. The emigrant ancestor on his father's side, Richard Webb, was made a freeman in Cambridge, Mass., in 1632. The family moved to Connecticut in early days, and its branches settled in the vicinity of Norwalk and Stamford. Col. Charles Webb, ancestor of William H. Webb, was a prominent officer in the American Revolution. His mother's family were Huguenots and settled in New York in the very early days of the country.

Mr. Webb inherited his love of shipbuilding from his father, and his life, in fact, connects the race of builders, who produced the famous ships of the War of 1812, with their able successors of the period before the Civil War, when American ship building was in its prime. His father, Isaac Webb, was first an apprentice and afterward a partner of Henry Eckford, a famous ship builder of the first part of this century.

The boy was educated at Columbia College Grammar School and displayed a marked talent for mechanics, construction and mathematics. He was fond of playing around his father's ship yard on the East River, and built his own skiff, when twelve years old. During his vacations in the next two years, he built other boats, one of them propelled by paddles. His father would have been glad to see his son choose some other vocation in life than his own, but the boy was resolved to become a ship builder; and he studied the scientific and practical features of the art for six years, not only by day in the ship yard but by night over his books and drawing table. Isaac Webb saw that William had talent, and finally entrusted him with the direction of various branches of the work of the yard. While yet a young man of twenty, he entered into a sub-contract with his father to build for the latter the Liverpool packet Oxford. This work was successfully accomplished to the satisfaction of all concerned. He then became sub-contractor for the construction of other vessels, including the Havre packet Duchesse d'Orleans, the Liverpool packet New York, and two smaller vessels. At the age of twenty-three, his health had become impaired by intense application, and he went abroad to seek relief from overwork in travel. He was suddenly recalled by the death of his father.

Soon after his return, he formed a new partnership with Mr. Allen, his father's associate, under the title of Webb & Allen, in order to retain for a while the name of Mr. Allen. Three years later, the firm was dissolved, and Mr. Webb then entered alone upon a successful and remarkable career. His ability was recognized from the start. Afraid of no problems in construction, untiring labor and faithful performance of contracts soon won the confidence of the best merchants of the city. Orders poured in upon him for every species of vessel afloat, from fishing smacks to barks, brigs to packet ships, and ferry boats to steamers. There were at all times several vessels building at once



W H Webb

in his large yards on the East River, and one ship was launched from the ways into the stream merely to witness the stretching of a keel for a new one. On one occasion, two ships and one large steamer were launched from his yard on the same tide, all within twenty minutes, a spectacle never seen before or since. The first vessel was the brig *Malek Adhel*, which was built in 1840 for Peter Harmony, of New York, and the next was the ship *James Edwards*, for James O. Ward. These two merchants, as well as Charles H. Marshall, Fox & Livingston, N. L. & George Griswold, Howland & Aspinwall, and other houses famous in the annals of the city, were his constant clients.

Mr. Webb employed hundreds of skilled workmen, and during the twenty-eight years of his active management disbursed millions of dollars in the city of New York for labor and supplies. His packet ships were among the most handsome and popular of their day.

The era of the clipper sailing ships brought to America world-wide renown. These wonderful vessels scoured every sea in the world, distanced every foreign competitor, won the yearly tea races from China, and finally attained such absolute preëminence, that every European maritime nation stood aghast at the ruin which threatened their commercial prestige, and every warlike nation looked to America as the producer of the fleetest and most powerful vessels of war. Mr. Webb built many famous clippers for the California and other trades during this period, among them the *Young America*, *Challenge*, *Comet*, *Sword Fish*, *Flying Dutchman*, *Black Hawk* and *Invincible*. Every one of these was a good, swift and beautiful ship. The *Young America*, the most famous of them, was 235 feet long on deck, 44 feet beam, and 25 $\frac{3}{4}$ feet in depth of hold, and was a popular ship, the idol of her owners, the delight of the underwriters, and the reliance of the owners of her cargoes. The *Young America* ran repeatedly from three hundred and forty-five to three hundred and seventy knots in twenty-four hours. She made the passage, loaded, from San Francisco to New York in ninety-two, ninety-eight and ninety-nine days; from New York to Liverpool in eighteen days; from San Francisco to Liverpool in one hundred and nine days; and from Liverpool to Melbourne in eighty-one days. This ship made more very rapid passages than any other ship ever built. The *Comet* made the trip from San Francisco to New York in seventy-six days and many other very rapid trips, and was a most beautiful ship, appearing like a yacht.

In May, 1847, Mr. Webb built the steamship *United States* of 3,000 tons, the first one for the trade between New York and New Orleans, which was subsequently sold to the German Confederation and converted by Mr. Webb into a powerful man of war.

In 1848, he built the *Cherokee*, the first steam packet which ran from New York to Savannah, which presented new problems in construction, owing to the shoal water in the Savannah river. He also launched in 1848 the large ship *Guy Mannering*, the first full three decked ship ever built in the United States.

The discovery of gold in California and the rush of population thither brought a great deal of work to Mr. Webb's yard. He built the first and several subsequent steamers for The Pacific Mail Steamship Co. The *California*, the first steamer to enter the Golden Gate, was his; and he also built the *Panama*, *San Francisco*, *Golden City*, *Sacramento* and *Constitution*, and finally the *China* to run across the Pacific Ocean to the Celestial Empire.

His versatility was remarkable. No problem connected with nautical science ever daunted him, and he produced vessels for the deep sea and shoal water trades,

and both the argosies of peace and ships of war, with equal ease and success. Among his productions were the two famous Long Island Sound steamers, Bristol and Providence, which embodied novel points in construction, and upon which experts withheld their judgment until the boats had been put under steam and compelled their praise. They each ran twenty miles an hour continuously, carried 1,000 tons of freight on deck, and were fitted with sumptuous accommodations for 1,200 passengers, and proved to be two of the most popular, profitable and successful boats on the Sound, and are not excelled, except in size, up to this date.

One of his sailing vessels was the ship *Ocean Monarch*, 2,145 tons, the largest wooden carrier ever built up to that time. It was 255 feet long with 46 feet beam, and 30.25 feet depth of hold. This ship was an enormous carrier, having taken on board over 7,000 bales of cotton with 18 1-2 feet draft of water.

The contract to build the steam revenue cutter, *Harriet Lane*, was awarded to Mr. Webb after a severe competition. There were eighteen models offered by various builders, but the government narrowed the choice down to three, and finally gave the order to Mr. Webb. During the Rebellion, this famous boat was captured by the Confederates and converted into a blockade runner.

About 1850, Mr. Webb conceived the idea of building a war ship, on new and important plans of his own. The government took great interest in his proposals but insisted on having the ship built in a government yard. Mr. Webb refused to build the ship anywhere except in his own yard and under his own direction. Application was then made to the Emperor of the French, but precisely the same difficulty presented itself. The Emperor entertained Mr. Webb's proposition favorably, but finally said the opposition was too great for him to surmount. Determined to carry out his idea and build the ship himself, Mr. Webb sent an agent to St. Petersburg in 1851, to confer with the government of the Czar, and in 1853, he visited Russia in person. Nicholas, then Czar, was at first influenced against Mr. Webb by Mr. Bodisco, Russian Minister at Washington, who had previously had trouble with Americans with reference to certain other contracts. The American Minister at St. Petersburg was absent and the American Consul advised Mr. Webb to abandon the scheme as hopeless. A long delay followed, but it was written that that ship should be built. Mr. Webb was not the man to abandon his lines upon the first fire of the enemy. He made new proposals, now with the concurrence of Mr. Bodisco. The Grand Duke Constantine finally promised to bring the subject to the attention of the Czar, if Mr. Webb would build his ship and agree to deliver it at Cronstadt, an arrangement which involved enormous risk and responsibility for an individual. But it was made to a dauntless man. He agreed to the terms. Six weeks later, he left St. Petersburg with several orders, one of them for a large steam line-of-battle ship, to be built upon his model and after his design. Preparations were begun at once, but the Crimean war then broke out in Europe, and it was a question whether neutrality laws would permit the building of the vessel. Mr. Webb received the consent of President Pierce and Secretary Marcy to continue the work; but he pursued the plan of arranging with Russia for a suspension of the work until peace was restored rather than proceed with the construction of a vessel of war and involve his own Government in questions of neutrality with England and France, then at war with Russia. After the peace, he changed his model and proposed to construct the ship upon new and improved designs, with larger

guns and fewer decks. Russian officers who had been detailed to watch the construction of the ship, alarmed at the bold and audacious changes, withheld their approval, and Mr. Webb completed the ship at his own risk. When she was launched, the Russian officers were delighted at her draft, and her subsequent behavior at sea won their unqualified approval. She was completed as a steam frigate, rigged as a ship, and named the *General Admiral*, in honor of the Grand Duke Constantine. She was of 7,000 tons burden, the largest then built, and 72 guns, and proved the fastest ship afloat. Mr. Webb delivered this powerful craft at the port of Cronstadt in person in 1859, after a remarkably rapid and successful voyage, and received valuable testimonials from the Russian authorities for his success.

The *General Admiral* attracted the attention of all the foreign powers, and resulted in Mr. Webb bringing more millions of money to New York city for the construction of ships of war for foreign powers than can be placed to the credit of all other builders. The *General Admiral* completely revolutionized the construction of vessels of war, other governments adopting the design immediately. Spain made a large contract with Mr. Webb soon afterward, but revoked it at the outbreak of our Civil War, influenced by Mr. Preston of Kentucky, then Minister to Madrid.

Italy then ordered two ironclad screw frigates, each of 36 guns of large calibre and 6,000 tons burdens, the *Re d'Italia* and *Re don Luigi di Portugallo*, each 282 feet long, 54 feet beam, and 22 1-4 feet draft. Many difficulties attended the progress of these vessels during the Rebellion in the United States, but they were surmounted, and the ships were finished and delivered in time. The *Re d'Italia* was the first ironclad steamer which ever crossed the Atlantic Ocean. Her sea going qualities and speed were remarkable for that day, and she ran from New York to Naples, a distance of 5,000 miles, in the winter time, in 18 days and 20 hours. Victor Emanuel was greatly pleased with the two powerful ships which American genius had placed in his possession, and he bestowed on Mr. Webb the Order of Saints Maurice and Lazarus, one of the oldest in Europe.

Mr. Webb now planned his masterpiece of naval architecture, the ironclad ram *Dunderberg*. His models and plans, carefully matured, were laid before the Navy Department at Washington; and the naval constructors, intensely jealous of a civilian who could build better than they, condemned his plans heartily and promptly. This did not disconcert him, however. He had conquered opinion before. He persevered, until Secretary Welles gave him a contract. The ship was then begun. She was a monster, 378 feet long, 68 feet beam, and 32 feet hold, with a displacement of 7,200 tons, and the largest ironclad ever yet built, having more room inside and floating on a lighter draft of water than any of her class. The Rebellion in the United States having ceased before the completion of the vessel, and the Government not being in special need of her, questions between the Government and Mr. Webb arose; and finding the jealousy and hostility of the officials of the Bureau of Construction great, Mr. Webb finally became disgusted, and he applied for an act of Congress which would release him from his contract on return of the \$1,025,000 which had been advanced on account. General Grant, Secretary Stanton and others opposed this, believing that so powerful a vessel of war should never be allowed to become the property of any foreign power. But Mr. Webb secured his release; and he sold the ship to the Government of France for nearly double the sum that the United States had agreed to pay. He de-

livered the ship in person at Cherbourg after a rough voyage of fourteen days, and she took her place in the French navy, under the new name of Rochambeau, and afforded to all Europe an impressive lesson of the originality and ability of the ship builders of America. This steamer was shown in all the dock yards, that she might be examined and copied by the builders of the navy of France.

In 1869, he launched his 135th ship, the Charles H. Marshall, and this was his last. He had earned fame and fortune, and he now retired permanently from the art in which he had won a distinguished position.

About this time, Mr. Webb was extensively engaged, as a large owner of ocean tonnage, in the importation of guano from several islands in the Pacific Ocean, disposing of the cargoes in the Southern States and in Europe. The opposition to the sale of this guano (purely phosphatic) in Europe by the Peruvian guano interests was so great, that Mr. Webb was obliged to build his own warehouses in Bordeaux, Havre and Hamburg, in which to store his cargoes. Mr. Webb triumphed over all opposition and his guano was sold freely in Europe, chiefly on the Continent. The breaking out of the Civil War in the United States entailed extraordinary risks for American ships and increased insurance and other unusual expenses. This, with the loss of a market in the Southern States, finally caused Mr. Webb to abandon this business, which has not since been resumed by anyone.

For several years after 1869, Mr. Webb operated steamships in the ocean trades, becoming one of the largest owners of ocean tonnage in the United States. He ran a line of steamers from New York via both Nicaragua and the Isthmus of Panama to San Francisco, in opposition to The Pacific Mail for several years, finally merging his interests with that company. He next operated the then only American line of steamers in the European trade, and sent the first American passenger steamer which ever traded to the Baltic.

He afterward owned a line of steamers which plied from San Francisco to Australia by way of the Sandwich and Samoan Islands, a route of 6,500 miles, the longest of continuous steaming in the world. The success of this venture required government aid, however, which Congress refused, although urged by President Grant. In this enterprise he persevered at a loss for two years and then withdrew.

In 1872, Mr. Webb retired from active business. Although pre-eminently a ship-builder, he was also a man of affairs, and had had many investments in other lines of enterprise. He was one of the original directors of The Pacific Mail Steamship Co., and is now the only survivor of the original board. He subscribed as much money as any other individual toward the building of The Panama Railroad. Like all his investments, except the line to Australia, this one yielded him a large return. He sold his interest in 1872 for \$316 a share.

Mr. Webb has always been deeply interested in public affairs, but has steadfastly refused public office. Three times the Mayoralty of New York was offered to him, twice by the Republicans, once by the Democratic party, but declined. For fourteen years, he was president of the Council of Political Reform in this city, which succeeded the famous Committee of Seventy. He attacked many abuses and secured better laws on taxation.

One of his greatest achievements was the defeat of a scheme which had been planned by Tammany officials, for building a great dam at the mouth of the Croton river to increase the water supply of New York city. His argument was that the vast



W. Leonard Webb

body of water which would be collected behind this dam would receive all the impurities of the Croton watershed and endanger the health of the city, while the expense of the dam would be enormous. He fought the scheme for five years, insisting that small reservoirs should be created at the headquarters of the source of supply. He won the fight and with it the gratitude of the people of the city.

Mr. Webb's philanthropy has recently been exhibited by the purchase of fourteen acres of land on Fordham Heights and the building and endowment of "Webb's Academy and Home for Ship Builders," where young mechanics can learn every branch of ship building and marine engineering, free of cost for tuition and board, and in which old and decrepit ship builders can spend their remaining days in comfort, amid noble surroundings, in company with their wives. He is a large owner of real estate in the city, including the large Hotel Bristol, at the corner of Fifth avenue and 42d street. He lives in the winter at a comfortable home on Fifth avenue, and in the summer at a beautiful country house near Tarrytown, surrounded by ninety-seven acres of grounds. This charming place he calls "Waldheim."

He is a director in The Central Trust Co., The Pennsylvania Coal Co., The Atlantic Mutual Insurance Co., The New York Balance Dock Co., The Third Avenue Railroad Co., and other important corporations, and a member of the Union League and Republican clubs and the New England Society. He is also a trustee in The Hospital for the Ruptured and Crippled, an original trustee in The Society for the Prevention of Cruelty to Children, and also (until lately) a trustee, for nearly a quarter of a century, in The Hospital for the Diseases of Women for the State of New York.

WILLIAM SEWARD WEBB, M.D., president of The Wagner Palace Car Co., born in New York city, Jan. 31, 1851, is a son of the late James Watson Webb, and his wife, Laura Virginia, the latter a daughter of Jacob L. Cram. General James Watson Webb, editor of *The Courier and Enquirer*, was a very able and distinguished man, who, after refusing appointment as Minister to Austria and to Turkey, accepted the mission to Brazil and performed valuable service for his government during his official term abroad. The family is an old one. It was represented in the American Revolution by that splendid soldier and favorite of Washington, General Samuel Blatchley Webb of Connecticut, and has given birth to many other men of reputation.

In his early youth, Dr. Webb was educated by private tutors, followed by five years at Colonel Churchill's Military School at Sing Sing, N. Y. He then spent two years at Columbia College, leaving there to go abroad and study medicine in Vienna, Paris and Berlin. Returning to New York, he took a regular course at the College of Physicians and Surgeons, graduating in 1875, when he entered St. Luke's Hospital and remained for two years in charge of that institution. He then began practice in this city, but finding that professional life offered no attractions for his active spirit, he entered Wall street as a stock broker in the firm of W. S. Webb & Co., in company with one of his brothers. He was doing well at the Stock Exchange, when, in 1883, at the request of William H. Vanderbilt, his father in law, he retired from Wall street to accept the presidency of The Wagner Palace Car Co. This corporation needed an energetic head, and Dr. Webb took hold of its affairs with great earnestness, improved its rolling stock, extended its territory, and largely increased its earnings. He is yet its president and maintains the company in a highly prosperous condition. He has also engaged in railroad construction in the Adirondack region, and, as president of The

Adirondaek & St. Lawrence Railway Co., built 233 miles of track in the northern part of this State. His interests are now quite extended, and he is a director of The Lincoln Safe Deposit Co., The Continental Trust Co., The National Life Insurance Co., The Fitchburg Railroad, The Bennington & Rutland Railroad, The Central Vermont Railroad, The Findlay, Ft. Wayne & Western Railroad and other corporations. He owns a large amount of land in the Adirondaek region, and a beautiful farm at Shelburne, Vt., finely cultivated and carefully laid out.

In 1881, Dr. Webb married Eliza Osgood, daughter of William H. Vanderbilt, and his children are Frederica Vanderbilt, James Watson, William Seward, jr., and Vanderbilt. He is a member of most of the best clubs in town, including the Metropolitan, Union League, Republican, University, Manhattan, Knickerbocker, Calumet, Players', Church, Country, Jockey, Racquet, New York Yacht, Coaching, Riding, Tuxedo, Westminster Kennel, and Down Town. By virtue of lineal descent, he is a member of The Sons of the American Revolution and was President General of the order for three terms, thereafter declining re-election. He is also a member of The Society of Colonial Wars, and has been secretary and treasurer of The American Hackney Horse Society since its organization. He is an aide-de-camp on the staff of the Governor of Vermont, with the rank of Colonel. A sanitarium for persons suffering from pulmonary diseases is about to be built in the vicinity of Saranac Lake, N. Y., upon 100 acres of land contributed for the purpose by Dr. Webb, whose gift has finally made the project practicable.

THURLOW WEED, editor, born in Cairo, N. Y., Nov. 15, 1797, died in New York city, Nov. 22, 1882. He sprang from an obscure but respectable family and began life at the age of nine as cabin boy on a Hudson river sloop. This life occupied him for three years and he then became a printer in the office of *The Catskill Record*. The family moved soon afterward to a farm in Cincinnati, N. Y., and went to farming. The vocation did not suit him. Soon, he found his way to another printing office, served as a volunteer at Sackett's Harbor in the War of 1812, then found work as a printer in New York city, and, at the age of nineteen, having already seen a great deal of life, started a weekly newspaper in Norwich, N. Y. In 1821, he moved to Manlius, N. Y., started another weekly, sold it in 1824, went to Rochester and established there *The Daily Telegraph*. All of these ventures were prosperous.

The Rochester enterprise made him famous. Taking an active part in politics, he joined the Anti-Masonic party and was especially outspoken concerning the disappearance of William Morgan, who was supposed to have been assassinated by the Masons. Shortly thereafter, the body of a drowned man was found on the shore of Lake Ontario. It was recognized as that of William Morgan, but at an official inquest, various witnesses came forward, who swore that it was not. When asked by the lawyer of the Free Masons, what he would do for a Morgan now, Mr. Weed replied, "This man is a good enough Morgan, until you produce the man who was drowned." Henry O'Reilly declared in *The Rochester Advertiser* that Mr. Weed had said, "He is a good enough Morgan until after election." The saying, repeated in this incorrect form all over the State, created tremendous excitement and originated the proverb yet in common use in political literature. Mr. Weed was magnanimous enough to forgive the slanderer and even to aid him with loans of money and influence.

In 1831, Mr. Weed established *The Albany Evening Journal*, and during the

following thirty-five years ranked as one of the great Republican leaders of the State. His paper acquired an extended circulation and brought him a fortune. Until 1860, the political destinies of New York State were swayed by the famous partnership of "Seward, Weed & Greeley." The junior "partner" withdrew in 1854. Mr. Weed promoted the aspirations of William H. Seward, and aided to make him Governor of the State and United States Senator.

In 1861, Mr. Lincoln sent Mr. Weed with Bishop Hughes of New York and Bishop McIlvain of Ohio, as commissioners to France and England to propitiate public sentiment in those countries in favor of the American government, and they rendered important services in that direction. After the War, Mr. Weed moved to New York, where he received "the freedom of the city." He enjoyed a large income from his newspaper, a portion of which he invested carefully every year in stocks and securities, making purchases when prices were low and gaining a large accretion by subsequent advances in value. He was a large owner and director in The Dry Dock, East Broadway & Battery, The Third Avenue, The Central Park, North & East River, The Twenty-third Street, The Christopher & Tenth Street and The Broadway & Seventh Avenue Railroads, and at one time a director of The Erie & Kalamazoo Railroad, which was leased to The Lake Shore.

April 26, 1818, he married Catherine, daughter of Moses Ostrander of Utrecht, Holland. She died July 3, 1858. Their four children were James Weed, who died young; Harriet, who never married; Emily, the wife of William Barnes of Albany, N. Y.; and Maria, who married Ogden M. Alden, of the Puritan family. A memoir of Thurlow Weed, written by his grandson, Thurlow Weed Barnes, has been published by Houghton, Mifflin & Co. of Boston. His other grandson, William Barnes, jr., of Albany, has succeeded Mr. Weed as editor and proprietor of *The Evening Journal*.

As a boy, Mr. Weed saw Fulton's first steamboat on its first trip up the Hudson. In 1830, he rode on the first railway train in this country, from Albany to Schenectady, and later, he witnessed Morse's experiments in telegraphy.

JACOB WENDELL, head of the dry goods commission house which bears his name, is one of the prominent business men for whom New York is indebted to New England. He was born in Portsmouth, N. H., July 24, 1826. He traces his descent from Evert Jansen Wendell, who immigrated to the new world from Holland in 1640. His father was Jacob Wendell, a native of Portsmouth, and a highly respected merchant of that city.

Mr. Wendell received his education at the academy of his native place, under the tutelage of William C. Harris, then one of the most efficient instructors in New England. At the age of sixteen, having finished his course there, he entered the office of Goodwin & Coues, in Portsmouth. The former of these gentlemen became well known later, as New Hampshire's war governor. This firm had the management of seven ships, six of which were engaged in carrying freight from Southern ports to Europe, the other sailing in the East India trade. It was in this office that Mr. Wendell received the rudiments of his mercantile training; and in August, 1843, he left Portsmouth to seek a place in Boston.

Recommended as he was by his first employers, he had no difficulty in obtaining a position with an active dry goods jobbing house. Upon the dissolution of this firm, which occurred not long afterward, a new partnership was formed, in whose employ-



Nicolaus Wenzel

ment Mr. Wendell continued for several years, leaving it, finally, to take advantage of a better position which had been offered to him by another firm in the same line of business. He was an earnest and faithful clerk, and a hard, conscientious worker, and rapidly acquired a full knowledge of the dry goods trade.

He left this concern, at the expiration of about two years, and accepted an offer which had been made to him by the domestic commission house of J. C. Howe & Co., which was widely known at that time in mercantile and financial circles. The firm was composed of Jabez C. Howe, George O. Hovey, Samuel R. Payson and John B. Hutchinson. Mr. Wendell remained with them in the capacity of salesman for several years, and on the 1st of January, 1854, he was admitted to partnership.

In the autumn of 1857, at the request of his partners, Mr. Wendell came to New York, and had general oversight of the business here during the panic of that year. In the course of the next few years, the sales of the New York branch increased so largely that, again at his partner's request, he removed with his family to this city in the autumn of 1863 and became a permanent resident.

Mr. Wendell and Mr. Hutchinson continued to manage the business in New York until the close of the year 1873, when, upon the death of Mr. Howe and the retirement of Messrs. Hovey and Payson, the firm of J. C. Howe & Co., was dissolved. It had been in existence about forty years, during which time it had always maintained the highest mercantile credit, the partners being conspicuous for their ability and integrity.

The firm of Wendell, Hutchinson & Co. was then formed, and had a successful career until Mr. Hutchinson's retirement in 1880, when the firm name was changed to Jacob Wendell & Co., under which style it yet exists, retaining the high and honorable commercial standing which ever characterized its predecessors.

Mr. Wendell was married on Oct. 24, 1854, to Mary Bertodi Barrett, daughter of N. A. Barrett, of Boston, and they have four sons, one of whom, Gordon Wendell, is a member of his father's firm, and another, Barrett Wendell, is a professor in Harvard University. The others are, Evert Jansen Wendell and Jacob Wendell, jr.

Mr. Wendell is a director in The Merchants' National Bank, The Continental Fire Insurance Co., The North British & Mercantile Insurance Co., The New York Real Estate Association, and The Manhattan Real Estate Association. He is president of The Merchants' Real Estate Co., and has various commercial interests in other sections of the country, notably, in New England. He is a member of the Union League, Century and Metropolitan clubs, and of The New England Society, The New York Historical Society and The Holland Society of New York, and is a supporter of various public institutions of the city.

JAMES MONROE WENTZ, capitalist, is one of the class of the older merchants, who, by their integrity and energy, have done so much to establish the commercial prosperity of New York city. His paternal ancestors emigrated to this country from Germany soon after the close of the American Revolution and settled in eastern Pennsylvania. His father, William Wentz, born in 1788, resided there until about the age of thirty years, when he removed to New York State and located at the then village of Binghamton, in Broome county. Here, upon the death of his wife, he married Abigail, a daughter of Joseph Manning, who was descended from an old and highly respected New England family, this union resulting in the birth of James M. Wentz, the subject of this sketch, Dec. 15, 1824. The boy's education was limited to the common schools.

His preference for an early business life and the ambition to embark on a mercantile career induced him to accept a clerkship in a village store, which he continued to fill until his eighteenth year, when, with the best of credentials, he left home and went to New York city, where he was destined to meet with success.

His first employment in the metropolis was with a wholesale dry goods jobbing house in Hanover Square, at that time the heart of the wholesale district. He remained with this concern for six years, gaining a practical experience in the dry goods business, which was to be of benefit to him in later years. He then accepted a position with the new house of E. T. Tefft & Co., and continued there for a period of eighteen years, during the last nine of which he was a partner in the firm.

In 1866, he formed the firm of Wentz, Hartley & Co., which style was maintained for four years and then became J. M. Wentz & Co. This business was successfully conducted until 1879, when Mr. Wentz retired from active mercantile life, after a business career which had been characterized by energy, able and skillful management and the strictest integrity. By close application and provident management of his business, he had accumulated a competency. During all these years of business, in which he saw many and vast changes in the commerce of this city, his firm stood invariably high in credit and justly earned an enviable reputation among the best houses in the trade. For many years now, he has resided on his estate at Balmville, near Newburgh, N. Y., overlooking the Hudson River, and his time is chiefly occupied in the conduct of his private affairs.

While Mr. Wentz is a staunch Republican and an ardent believer in the policy and principles of that party, he has never sought or held public office. He is a director in The Mercantile National Bank of New York and has been for many years one of the trustees of The Newburgh Savings Bank, and is first vice president of that institution and gives much time to its business interests.

Mr. Wentz was married, March 15, 1848, to Miss Amelia L., daughter of James De Le Ree, of Brooklyn, N. Y., and has two sons and a daughter, James G., Theodore and Mrs. Thomas F. Balfe. Mr. Wentz is quiet and domestic in his tastes and is essentially a lover of home. During his whole business life, he has been steadily successful and enjoys wide acquaintance in the commercial and financial world. In addition to wealth, he has won the higher regard of the business community by a reputation for honorable dealing, prompt fulfillment of all his engagements and a ready and honest discharge of liabilities. These qualities, combined with keen judgment and caution, carried him safely through all financial troubles and kept him in the tide of success throughout his whole career.

GEORGE WEST, manufacturer, Member of Congress and a man of affairs, although of English birth, has spent nearly his whole active life in the United States and is now even more warmly attached to his adopted country than some of those who are to "the manner born." He was born in Bradnitch in Devonshire, Feb. 17, 1823. At eleven years of age, he was apprenticed in a paper mill in his native land, and began life a sturdy, hearty lad, with a large head and striking personality, giving promise from the start of a future career of great interest. No labor was too hard for the lad, and he soon learned all the different processes for making paper of all grades and kinds, including writing and colored papers. He had a progressive spirit and determined early in life to become the master of his own business. Great energy and will power, close



G. W. P. O. T.

application, correct habits, and marked proficiency, won for him advancement; and, at the age of eighteen, he was placed in charge of the most important department of the mill. His genial temperament and athletic strength made him a favorite with all classes, and an acknowledged leader in the sports and fun of the day.

Had Mr. West remained in England, he might have risen to an important position in spite of the trammels and social conventions of the old world. But he finally decided to remove to America. His employer strove to detain him, first, by offers of salary, and next by painting the terrors of life in America, where, he said, people were shooting each other every day. Not in the least shaken in his decision, Mr. West reached the United States as a steerage passenger in February, 1849. He found employment at once in a New Jersey paper mill, remaining about a year, and then removed to Tyringham, near Lee, Mass., where he entered a writing paper mill. It was in this establishment that he attended the machine which, in February, 1850, made the first water-mark writing paper in the United States. With an early development of talent, Mr. West became the inventor of the machinery for cutting the water mark. In the Summer of 1852, he left Tyringham on account of ill health, and in the Fall, with his vigor fully restored, took charge of a mill in Russell, Mass., owned and operated by J. R. Smith & Co., remaining there until March, 1858. Meanwhile, he had become widely known for superior qualifications as a paper maker, and, by carefully saving his earnings, had finally gained the means to operate with on his own account. It is thus that the workman becomes a proprietor. In March, 1858, Mr. West heard of a paper mill in Cummington, Mass., whose owners wanted to arrange with a practical man to buy a share and run the mill. Mr. West visited the property and after examination bought a quarter interest, took entire charge of the mill, did the buying and selling and conducted affairs with excellent results until October, 1860, when he sold his interest to his partners.

When, in May, 1861, an interest in the old Empire mill at Rock City Falls, in Saratoga county, was offered to him, he declined at first to buy; and, although he had been the proprietor of his own mill, he resolved to work in Rock City Falls on wages, until he could judge of the excellence of the bargain. Within a year, he had made up his mind to buy, and in June, 1862, as proprietor of the Empire mill, he entered upon a most prosperous and successful career.

Untiring labor and skillful management having brought some surplus means, Mr. West was enabled to extend his enterprise, and with excellent judgment he invested his savings in the business which he thoroughly understood. In fact, he did not go outside of the paper industry for investment for many years. In 1866, he built the Excelsior paper mill in Rock City, and in the fall of the same year joined the Messrs. Taggart in the ownership of a paper mill in Watertown, N. Y. In the latter enterprise, while associated with men of the highest character, who enjoy the deserved respect of every inhabitant of their part of the State, Mr. West was anxious to control his own business, and he accordingly sold his interest in Watertown in 1870. In the summer of the same year, he bought the ruins of the old Pioneer mill at West Milton in Saratoga county, rebuilt and enlarged the structure, fitted it up, and set a large force to work therein making paper. The same year, he also formed a partnership with Robert Gair, as Gair & West, to carry on a commission paper trade in New York city. Having secured the object he had in view, he sold his interest to Mr. Gair in 1876.

During the financial depression of 1874, Mr. West bought what is now known as the Eagle paper mill in Factory Village, Saratoga county. It will be noted that his manufacturing enterprise has been largely confined to this beautiful county, its nearness to the Adirondack forests ensuring him an abundant supply of low priced fibre for his operations. In August, 1875, he bought all the cotton and woolen factories of all kinds in Ballston Spa, including the Glen, Union and Island mills. From that time forward, Ballston Spa became his summer home. Mr. West now owns eight paper mills in Saratoga county, including the seven above named and one at Hadley Falls, on the North river above Palmer's Falls. At Luzerne, on the Hudson river, he also owns and conducts the largest factory of manila paper in the world.

When he bought the little Empire mill, in 1862, he had ten employées and a monthly pay roll of about \$300, and produced about half a ton of paper a day. The capacity of the nine mills of which he is now the owner is forty tons a day, and the paper bag factory is capable of producing 2,500,000 bags a day. He employs 400 men, women and children, the pay roll amounting to more than \$14,000 a month, has no partner and is sole owner of the business. Through his incessant activity, his liberality and public spirit, Ballston Spa and other communities in Saratoga county have in thirty years materially increased in prosperity. Their people are busy and happy and regard Mr. West as a public benefactor. He himself shares with all about him the rewards of his energy and enterprise. His uprightness of character is proverbial. He has been an active member of the Methodist Church for many years but a generous giver to all churches and deserving organizations. Few appreciate all that he has done, because, though his gifts are free, they are never given with ostentation. Among other gifts which are known, was the contribution of half the cost of a new Methodist church structure in Ballston Spa, which, dedicated in December, 1893, by Bishop Newman, is the largest and finest edifice of its class in the city. As treasurer of The Round Lake Association, he devotes much time to the interests of Round Lake, and at one time saved the camp meeting grounds from the auctioneer's hammer. Time and again, he has aided other denominations.

In later years, Mr. West's interests have become more extended. He is a stockholder and director of *The Utica Herald*, owns *The Schenectady Union*, and is a stockholder, one of the original incorporators, and, with D. S. Walton, one of the two proprietors of the firm of D. S. Walton & Co., wholesale merchants of paper, paper bags, etc., at the corner of Varick and Franklin streets in New York city. One of those who helped establish The First National Bank of Ballston Spa, he became its vice president in 1876 and in 1880 its president, which position he yet holds. Mr. West makes a very good banker as well as a successful business man and is known to be sound and conservative in his management. He is also a director of The National Folding Box & Paper Co., of New York, and owns a creosote factory, mines in the West and excellent real estate, and has various other interests of consequence. He spends much time in New York city, and is a member of the Republican club, Board of Trade & Transportation and American Geographical Society.

But there is another side of his career, which must be mentioned. In political faith a Republican and a believer in the protective tariff, not only for his own sake but for that of his employées, Mr. West is qualified for public office both by his sentiments and his clear head; and he has been five times elected to the State Assembly from Sara-

toga county, namely, in 1871-75, and by steadily increasing majorities. In 1876, the Speaker of the House appointed him chairman of the Railway Committee. He has also sat in Congress three times, having been elected in 1880, 1884, and 1886 respectively, as Representative from the XXth district of this State. In Congress, he served on the Committees on Agriculture, Manufactures, and Enrolled Bills. The business man in politics seldom makes a strong display as an orator but is always capable of a large amount of work. Mr. West left to the political giants of the House all active part in the debates, but was always present, shared in the labor of his committees, voted to the entire satisfaction of his constituents, and increased his reputation as a wise Representative steadily during his three terms. Congress needs a quota of just such alert and far seeing business men. His district sent him in 1880, 1884, and 1888, as a delegate to the national convention of the party. In his campaigns in Saratoga county, Mr. West has showed himself to be a ready and well informed speaker, and, while making no claims to classic excellence in oratory, has repeatedly surprised his friends by his force and ease on the platform.

April 7, 1844, he was married in Devonshire, England. Of his six children, two are yet living, the oldest and the youngest, George West, jr., born in England, Feb. 16, 1845, who is associated with his father in the general management, and Florence Louisa, born in Russell, Mass., and now the wife of D. W. Mabee, the right hand man of Mr. West in the actual oversight of the paper mills. A few years ago, Mr. West visited the place of his birth in England, spending many pleasant hours in recalling and recounting the scenes of his boyhood. The homes of several of his fellow workmen, who had met with little success, were brightened by substantial aid, which will not be forgotten, while the city of his birth now contains many a monument of his generosity and regard. In 1883, during a visit to Brandnitch, the city tendered him a public reception and banquet, surpassing anything of the kind previously given to a private individual there. Upon his return home, he received a public welcome from the citizens of Saratoga county without regard to party, not less flattering than that given him abroad. For a few years past, he has combined pleasure with business, travelling much, and proving an interesting companion to those who have shared his company. His business has been so systematized that he can direct it without being present in the places where it is conducted.

A man of sound and liberal views and wide range of knowledge, he commands respect among all who know him. In personal appearance, he is short and stout, with full beard, broad shoulders, large mouth and large head, and is remarkable for genial humor and exuberant spirits. He is fond of telling that many consider him the homeliest man in the Empire State, although he is not that in the least. He is, however, one of those men, in delineating whom the caricaturists have loved to employ their pencils. At one time, an effort was made to defeat him for office by circulating a grotesque portrait, representing him asleep in a chair with his feet on a desk. Nearly ten thousand of these caricatures were distributed in his district, inscribed, "Hon. George West, as he appears daily, legislating for his constituents." Upon this occasion, his opponents overreached themselves, by their own cunning policy. Thousands of voters who had never seen Mr. West thronged to his meetings to see him, tempted by the portraits. They stayed to hear him speak, were captivated by his witty and apposite remarks and sound sense, and went home only to increase his next majority.

GARDNER WETHERBEE, one of the proprietors of the Windsor Hotel, born Nov. 8, 1838, in Harvard, Mass., is of English ancestry and descends from a family of hotel men. His father, Zophar Wetherbee, his grandfather and several uncles all conducted hotels in the States of Massachusetts and Ohio during their life times, covering a total period of seventy-five years.

After graduating from Lawrence academy in Groton, Mass., Mr. Wetherbee entered mercantile life for a while, acquiring there an acquaintance with business methods and habits of economy and thrift. This experience lasted a short time only and he then accepted a position in the Gibson House in Cincinnati, of which an uncle was one of the first proprietors. He continued his apprenticeship in the American Hotel in Philadelphia and from close application gained a thorough knowledge of the elementary requirements of hotel keeping.

The opportunity which gave him his first distinct promotion came with the construction of the Fifth Avenue Hotel in New York city in 1859. Messrs. Hitchcock & Darling had taken a lease of this magnificent building, aided by the experience and capital of Paran Stevens, and they opened the hotel in August of the year named. Mr. Wetherbee was offered a position in the hotel where he remained in charge of the office until 1867, performing the duties allotted to him with great success and winning an excellent reputation by untiring attention to the desires of guests and his unaffected cordiality of manner. It was not an uncommon thing for visitors to say that they would rather take "No" from Mr. Wetherbee than "Yes" from other men.

In 1867, he crossed the continent with a fellow clerk, and entered upon a two years' experience as manager of the Occidental Hotel in San Francisco, then as now one of the best known houses on the Pacific coast and enjoying a virtual monopoly of the patronage of Australian and New Zealand travellers.

Mr. Wetherbee had now obtained a thorough, all round experience in hotel keeping, and felt himself qualified to engage in business on his own account. For four years, 1869-73, he conducted the Revere and Tremont Houses in Boston, receiving a suitable reward for his enterprise. The poor boy, relying entirely upon his own efforts, and pressing constantly forward, with a vigor of ambitious youth, had now reached a position of influence in the hotel world and was recognized as a rising man.

In 1873, he returned to New York to lease from John T. Daly the Windsor Hotel on Fifth avenue at 47th street, in partnership with Samuel Hawk, under the firm name Hawk & Wetherbee. This was a new and exceedingly handsome hotel, situated in the heart of the fashionable residence section of the city, requiring skillful management, but promising good returns to a firm, competent to conduct one of the finest public houses in the metropolis in a proper manner. The entire success of the Windsor Hotel is a sufficient commentary upon the excellence of its management.

Mr. Wetherbee has never taken any part in politics, but is active in less conspicuous fields, a director of The Fifth Avenue Bank, a trustee of the Kensico Cemetery and The New York Infant Asylum, and a member of the Union League club, New England Society and Metropolitan Museum of Art.

He was married in Sandwich, Mass., in 1868, to Hannah G., daughter of Thomas Nye, and to them have been born Grace D. and Alice N. Wetherbee.

Mr. Wetherbee is of medium height and sturdy build. He is one of the most courteous and affable of men, his warm heart and cheerful disposition making many



Gardner Webster

friends and greatly promoting the success of his hotel. He is a public spirited man, also, as may be attested by examining the rolls of the supporters of the great public museums of the city, and many other important institutions.

APOLLOS RUSSELL WETMORE, merchant and philanthropist, born in Danbury, Conn., Nov. 11, 1796, died in this city, Jan. 21, 1881. The family was founded in this country in 1635 by Thomas Wetmore, an Englishman, who settled in Hartford, Conn. The Rev. Noah Wetmore, grandfather of Apollos R. Wetmore, married Submit Russell, became an ardent patriot and chaplain in the American Revolution, was pastor of the Presbyterian church in Bethel, Conn., and later was called to Brook Haven, L. I., where he died in March, 1796. Noah Wetmore, son of the latter, married Winifred Smith, Feb. 14, 1792, and was long superintendent of The New York Hospital. Coming to New York in 1808 with his family, the subject of this memoir spent two years in Columbia College, but ill health forced him to abandon his studies, and he entered the hardware store of Kip & Ingraham in 1815. In 1818, he engaged in the hardware trade at his own risk, forming a partnership with his brother, D. W. Wetmore. William Green, jr., was admitted six years later, the firm adopting the name of Green & Wetmore. They carried on business at the corner of Washington and Vesey streets, until Mr. Green retired in 1835. Mr. Wetmore continued the firm of Wetmore & Co., removing in 1869 to 363-7 Greenwich street, with his son, George C., and his nephew, David Wetmore, as his partners. He retired in 1875. In 1830, he became a member of the Laight Street Presbyterian Church, changing in later life to the Madison Square Presbyterian Church, of which he was a member and trustee. He was perhaps most widely known from his interest in benevolent institutions. He helped found The City Mission & Tract Society, and acted as its president for seven years, and was also a governor of The Women's Hospital, The Presbyterian Hospital and The Hospital for the Ruptured and Crippled. He was president of that institution, a founder of The Association for Improving the Condition of the Poor, and chairman of the Board of Managers of The Home for Fallen and Friendless Girls, but his greatest work was the founding and, by his large collection of funds from those who had confidence in him, establishing The New York Juvenile Asylum, whose extensive buildings at 175th street usually contain over 1,000 children. Mr. Wetmore was president for over thirty years. He married Miss Mary Carmer, of New York, April 30, 1822, and celebrated his golden wedding in 1872. Mrs. Wetmore died in 1876. They had six children: Henry, who died before him; George Carmer, Theodore Russell, William, Elizabeth Carmer, widow of Henry Mesier, who died in 1881 at Wappinger's Falls, and Mary Russell, wife of Charles E. Carryl.

ROBERT CHARLES WETMORE, merchant, native of Pequannock, Conn., died in South Orange, N. J., May 9, 1890, at the age of ninety-one. His family was an old one in Connecticut and his ancestors were clergymen for five generations. Educated in a private school, he lived in Bridgeport until 1819, when he came to New York and entered the employment of his brother in law, Tredwell, a dealer in crockery. In 1830, he formed a partnership with his brother, Gen. Prosper Montgomery Wetmore, and carried on the crockery business under the name of R. C. Wetmore & Co. until 1849, when, having amassed a fortune, he retired. During the Harrison and Tyler campaign, Mr. Wetmore was a recognized leader of the Whig party and served as chairman of the general committee of Whig Young Men. President Tyler appointed him

Naval Agent at New York. Mr. Wetmore was a warm personal friend of Henry Clay, Daniel Webster and other well known men of that generation, and his literary attainments caused his house to be the resort of Bancroft, N. P. Willis and many other writers of reputation. To him and his wife, Adeline, daughter of Seth Geer, were born three children, two daughters and one son, who survived him.

JEROME BYRON WHEELER, merchant, smelter and financier, was born in the city of Troy, N. Y., Sept. 3, 1841. Both his parents were born in New England and of English descent. His mother, whose maiden name was Emerson, is of the family which produced Ralph Waldo Emerson, of Concord. They were both excellent people of strong minds and good character, and their boy grew to young manhood under excellent influences. During his early youth, the family moved to Waterford, a small town four miles north of Troy. Jerome was educated at the public schools, and at fifteen became a clerk in one of the village stores. Later, he found employment in one of the factories of Waterford. Thus early trained in the practical work of life, he became ambitious, self reliant, energetic and capable. His business career was interrupted by the War for the Union.

When Sumter was fired upon, the young man, in common with generous and patriotic youth all through the North, was anxious to go to the front with the first volunteers and impatient because he could not. Sept 3, 1861, the day he came of age, he joined Co. D, 6th N. Y. Cav., and proudly marched to the front with his regiment. The service of this regiment was a brilliant one, lasting until the end of the war. Mr. Wheeler was with the command in all the great campaigns of the Army of the Potomac and with Sheridan in the Shenandoah valley, at Gettysburgh and Appomattox. Enlisting as a private, his business ability was too valuable not to be utilized, and he was promoted successively to sergeant in the quartermaster's department, second lieutenant on the staff of Colonel Devin, acting quartermaster of his regiment, first lieutenant, brigade quartermaster, and then, before the end of the war, to captain and brevet major. The young quartermaster won an enviable reputation by his services in the field. He displayed dash, ability, and determination in all his work, repeatedly attracted the attention of general officers who did not know him, and was complimented many times in official reports, especially by Colonel Devin, who was greatly attached to him. It is said that after an engagement or forced march, Quartermaster Wheeler was usually the first man to bring up his trains of supplies for the relief of the half famished men. His service as a staff officer was without a flaw, and when, in September, 1865, the 6th N. Y. Cav. received its muster out, the young officer returned to Troy, without a dollar indeed in the world but with an honorable discharge and a reputation which had preceded him, and promptly gained him a position.

Accepting what was offered, he became a bookkeeper in Troy. He had not been long in this place, however, before the man of action and adventure found that his nature had been broadened and his mind awakened by the war, and he aspired to a larger field. He came to New York seeking occupation and was fortunate enough to find it with a comrade of his regiment, John F. Barkley, then engaged in a small grain business. The place was not remunerative but it gave him an opportunity to learn the business, and finally, in response to the friendly suggestion of General Devin to Robert S. Holt, of Holt & Co., flour and commission merchants, that firm offered him a desirable clerkship. He accepted the appointment, threw his whole energy into the work



J. B. Wheeler

of the house, was rapidly promoted, and remained with the firm until 1878, meanwhile having been admitted to partnership. His first capital was gained in the business of this house.

In 1879, through the death of his brother in law, R. M. Valentine, Mr. Wheeler became connected with the great uptown dry goods firm of R. H. Macy & Co. Having been made executor of Mr. Valentine's estate, Mr. Wheeler finally joined with Charles B. Webster, the senior partner, in the purchase of the entire business of the firm. In R. H. Macy & Co., Mr. Wheeler became exceedingly successful. One of the best known and most progressive retail dry goods firms in the city, the house transacted an enormous business and brought large profits to its proprietors.

In 1882, while on a visit to Colorado for recreation, Mr. Wheeler became interested in behalf of a friend in the new mining camp at Aspen, then a rough frontier settlement of about six hundred inhabitants. Mining interests were then at a low ebb. Mr. Wheeler bought a controlling interest in two mines, without looking at them, as an act of friendship, and gave a share of his holdings to the friend in whose behalf he had made the investment. The following year, the possibilities of Aspen having gradually dawned upon him, he returned to Colorado with his friend, Robert S. Holt, for a careful and serious inspection. The result was that he bought an abandoned smelter and an interest in the Spar mine and then organized The Aspen Smelting Co., with a capital of \$150,000, in partnership with Charles B. Webster and Robert S. Holt, and entered upon the energetic development of Aspen. After due deliberation, he began the purchase of ore from the miners, taking all that came, good, bad, and indifferent. This created a market for the ore of the Aspen mines and proved the especial stimulus to the mining camp, which had long been needed. Mr. Wheeler had now embarked upon an enterprise, which was destined to dissociate him from New York city and secure for Colorado the exclusive services of a financier of great ability.

One problem which confronted Mr. Wheeler at the start was the question of fuel supply. It was necessary at that time to bring coke one hundred miles from Crested Butte on the backs of mules. Coal having been discovered at Jerome Park, however, suitable for coke, thirty-five miles from Aspen, Mr. Wheeler purchased land there, opened a coal mine, and in 1884 built coking ovens, the most costly ever erected in Colorado, and from them has since obtained a continuous supply of excellent coke for the smelting works. This investment insured the success of The Aspen Smelting Co.

With wise judgment, Mr. Wheeler added to his investments by the purchase of an interest in many of the mines at Aspen, some of which afterward proved among the bonanzas of the camp. He had an interest in the Aspen mine, one third of which, before it began to pay, was sold for a load of lumber, but which, in January, 1885, reached a rich deposit of silver and yielded 500,000 ounces of the metal in six weeks, and has since produced as high as \$225,000 monthly. He also became an owner in the Emma mine, which produced \$411,000 in fourteen months, and in the Spar, Vallejo, Hidden Treasure, and many others, all of them paying properties. Largely through the stimulus given to enterprise by Mr. Wheeler's investments, and in part by the compromise of 1888 in the litigation in which the mines were involved, the output of the camp sprang from \$850,000 in 1887 to \$7,500,000 in 1888 and has since continued at the rate of many millions a year. With the prosperity of the camp, Mr. Wheeler has risen to a position of great financial strength.

But there was yet more to be done for Aspen. Railroad facilities were needed. Largely through his active influence, The Colorado Midland Railway Co. was induced to extend its line to Aspen; and this road, begun in 1886, was in 1888 finished to Aspen and Glenwood Springs. Mr. Wheeler made an investment in the company, became its first vice president, and was its earnest and untiring promoter. The benefits which this road has conferred on Aspen could not be described in moderate language.

Mr. Wheeler gradually became deeply interested in the interests of Colorado, and he has extended his investments in the State in many directions and always with excellent judgment and success. The Grand River Coal & Coke Co., an outgrowth of his pioneer effort at Jerome Park to obtain a supply of coke for his smelting works, has now become a most important enterprise. The company was organized by him as president and now owns 5,000 acres of coal lands, possessing veins of unusual thickness, one of them forty-five feet in width, and yielding coking coal of excellent quality. The product of these mines finds a market as far east as the Missouri river.

At an early day, Mr. Wheeler established The J. B. Wheeler Banking Co. at Aspen and has since founded The J. B. Wheeler Banking Co. at Manitou. He has also built an opera house at Aspen. He aided actively to develop the Glenwood hot springs on the western slope of the range as a resort. Surrounded by noble mountains, possessing an inspiring climate and springs of great medicinal value, this beautiful spot is destined to a brilliant future. He has also engaged in land operations at Colorado Springs, Pueblo, Ogden and Salt Lake City.

For six years, Mr. Wheeler made the 2,000 mile trip from New York to Colorado several times a year, in order to retain his connection with R. H. Macy & Co. Burdened with business cares, he was finally confronted with an ultimatum from his physician, who declared that he must abandon either Colorado or New York. Fascinated with Colorado, he chose the former, and on Jan. 1, 1888, retired from his New York firm and has since devoted his undoubted abilities to his Western investments.

In 1870, Mr. Wheeler was married to Harriet Macy Valentine, of Nantucket, Mass., who had become a resident of New York city. This union has brought them four children, two sons, who passed away at an early age, and two charming daughters.

Mr. Wheeler maintains a business office in New York, and yet has large interests in the city. An agreeable associate in social life, he is a member of several important clubs, including the Union League, Goethe, Manhattan, Lawyers' and Commonwealth. He is also, by virtue of his descent, an interested member of The New England Society. Mr. Wheeler is yet in the prime of life. A man of fine presence, he is public spirited and philanthropic, given to acts of unostentatious charity, and particularly mindful of his old comrades of the 6th N. Y. Cav., many of whom have been placed by him in the avenues which open to them the road to success.

WILLIAM ALMY WHEELOCK, merchant and financier, for fifteen years president of The Central National Bank, is a man who is held in the highest esteem for his undoubted probity and high character. He has won his way to a high position in New York city by a long life of untiring labor and legitimate methods.

He was born in the thriving city of Providence, R. I., March 23, 1825, and passed his early youth there, attending the excellent schools of the place. His father, Joseph Wheelock, a native of Westboro, Mass., having been born there, June 25, 1788, was of Welsh descent and for many years cashier of The Merchants' Bank of Providence.

His mother came from an English family and was born in Groton, Mass., April 9, 1788. Her maiden name was Amelia Ames. The family moved to New York city when William was a boy of twelve. The boy was educated at the University of the City of New York, graduating in 1843 in the same class with William Allen Butler, Aaron J. Vanderpoel and other young men who afterward rose to prominence. He did not find the road to learning an easy one, however, and was indebted to his own exertions for the advantage of a college course. He was obliged to support himself during the larger part of his four years in college by teaching. In the last year of his course, he was the assistant classical teacher in the University Grammar School.

At the age of nineteen, the young man took a clerkship in the dry goods importing and jobbing house of Merritt, Ely & Co., serving for two years without compensation, in order to learn the business. This was a period of hard labor and self sacrifice for Mr. Wheelock. His expenses were met with borrowed money. But his hard apprenticeship not only taught him the elements of the business in which he was destined to make his fortune, but made him energetic and self reliant. In three years more, he became a partner in the firm, the title of which was then changed to Merritt, Bliss & Co. His character, energy and shrewdness led to his being commissioned to make the foreign purchases of this firm, and he resided from 1850 to 1855 in Manchester, England, where both of his children were born. As the resident partner abroad, his record was one of great success.

During this period, in February, 1850, he was happily married to Miss Harriet Efner, daughter of Elijah D. Efner, then one of the oldest residents of Buffalo, N. Y.

In 1858, his firm was re-organized as Bliss & Wheelock, and in 1863, Mr. Wheelock retired with ample means to enjoy a period of rest.

Too active and efficient to be contented with a life of pleasure, Mr. Wheelock accepted, in 1865, the position of a director in The Central National Bank, and in June, 1866, became president of the institution. The bank was a new one, and required the services of a driving and judicious head. Mr. Wheelock proved to be an admirable and sagacious president; and he developed its business and conducted its affairs with great success for a period of fifteen years. To secure needed recreation, after a long and laborious service, and to obtain the time required by the management of his own property and of several estates which had been entrusted to him, he then, June 1, 1881, resigned his position. A vigorous effort was made to secure a reconsideration, but Mr. Wheelock's decision was unalterable, and he retired, followed by testimonials from the bank of the most complimentary nature.

If possible, Mr. Wheelock has been more actively employed since that period than he was before. Philanthropic work has occupied much of his time but he has continued to perform effective service in the direction of great corporations.

He was for two years president of The American Surety Co., one of the largest and most progressive enterprises of recent years. He accepted the office reluctantly and only until a suitable successor could be found, but yet remains the chairman of its Executive Committee. He has for many years been a director of The Equitable Life Assurance Society and chairman of its Committee on Investments. He is chairman of the finance committees of many large institutions, has been a director in The New York, Lake Erie & Western Railway for the last ten years, and is a director in The Gold & Stock Telegraph Co., The Central National Bank, and other corporations.

A man of refinement, high character, and social disposition, Mr. Wheelock would at any time be regarded as an acceptable member of any first class social organization, but he has no taste for club life, pure and simple, and he has allied himself only with the Union League and Lawyers' clubs. He is an interested member and ex-director of The New England Society, and is fond of the annual reunions at which the descendants of New England in this city meet to regale themselves with choice oratory and a banquet. He has been a member of the council of the University of the City of New York for twenty-five years and was treasurer for about fifteen years. At present, he is chairman of the finance committee. He is honorary vice president of The American Tract Society now, and has been an elder in the Presbyterian Church on Washington Heights for thirty-two years. He has also been an active member of the Church Extension Committee of the Presbytery of New York, being vice chairman and chairman of the finance committee. For many years, he served in the directorate of The Deaf and Dumb Institute.

He lives in a beautiful residence on the Heights, with ample grounds covering the space of two city blocks, and commanding a noble view of the Hudson river. His country residence is at East Hampton on Long Island.

Mr. Wheelock has two children, Dr. William E. Wheelock, who married the only daughter of the Rev. John Hall, D. D., pastor of the Fifth Avenue Presbyterian Church, and Harriet E., wife of George A. Strong, a partner in the law firm of Martin & Smith, lawyers, at 54 Wall street.

ALBERT TREDWAY WHITE, merchant, born in Brooklyn, May 28, 1846, is a son of Alexander M. White, a merchant of furs of long standing, who in the firm of W. A. & A. M. White, and in operations in real estate and railroads, has gained a large reward for his enterprise. The subject of this sketch received his education in the Brooklyn Polytechnic and Rensselaer Polytechnic Institutes, graduating from the former in 1862 and the latter in 1865, with the degree of civil engineer. He has not followed engineering as a profession, however, but began business life as a clerk in his father's firm in 1866, and became the partner of his father and of his brother, the present William A. White, in 1868. This old house, founded over sixty years ago, by William Augustus White, uncle of Alfred T., imports its own goods, manufactures in a shop in Danbury, Conn., and has two stores in this city at 130 Water street and 24 Washington Place respectively. Mr. White is an efficient factor in the operations of the house. He is conspicuous for his interest in philanthropic work and has been for many years president of The Brooklyn Bureau of Charities and other societies. The attention of Mr. White having been drawn by his work in this field to the need of better homes for the working classes, he built in 1876 dwellings for forty-four families upon an improved plan. These proved successful, whereupon Mr. White enlisted other aid and the association thus formed built the Tower, Home and Riverside buildings, with apartments for 550 of the families of workmen. These structures have attracted attention as the largest and most successful experiment of the sort in the United States, and, for his part in creating them, Harvard University has bestowed upon Mr. White the honorary degree of M. A. His acceptance of the Commissionership of City Works in Brooklyn under Mayor Schieren has now temporarily withdrawn him from active participation in the interests of previous years. Mr. White belongs to the Hamilton, Montauk and Riding & Driving clubs and the Century and Down Town clubs of New York.

STEPHEN VAN CULEN WHITE, stock broker, is a native of Chatham county, N. C., where he was born, Aug. 1, 1831. His mother, Julia Brewer, was a direct descendant of Oliver Cromwell and a member of an old North Carolina family, while his father, Hiram White, was a farmer and on his mother's side descended from members of the Society of Friends in Pennsylvania, who moved South after the American Revolution. In 1831, the family being hostile to slavery, moved to Jersey county, Ill., and Stephen spent his boyhood in what was then a wilderness. His first earnings came from the sale of furs, the product of his own traps. Graduating from Knox college in 1854, he went to St. Louis, served as a bookkeeper in a wholesale store, studied law, and was admitted to the bar, Oct. 4, 1856. He practiced his profession with success in Des Moines, Iowa, until 1856, and then removed to New York and helped Charles B. Marvin establish the stock brokerage and banking firm of Marvin & White. Two years later, the firm retired from business. Mr. White joined the Stock Exchange in 1869 and went on alone until 1882, when the house of S. V. White & Co. was organized with several partners. Meanwhile, there had been in 1872 a serious setback and a recovery of lost ground, with full payment of debts. Mr. White's operations in stocks were for a long period among the most daring and successful in the street. One speculation in Lackawanna stock made him a rich man. In 1891, he failed for a million dollars. He resumed business with \$50,000 capital, being released from obligations upon a verbal promise to pay, made about a million dollars in 1892 at the Stock Exchange, paid every debt in full, and found himself again a man of fortune. This was one of the most extraordinary incidents in Wall street. In politics a Republican, Mr. White has figured since 1856 in public affairs. He has been a Park Commissioner of Brooklyn and became a member of the Lth Congress. He has been receiver of The Grocers' Bank and The Sugar Trust, and long treasurer of Plymouth church in Brooklyn, and is a member of the Stock Exchange, the Union League, Lincoln, Hamilton and Brooklyn clubs in that city and the Lawyers' club of New York. Feb. 24, 1857, he was married to Eliza M., daughter of Hiram Chandler, and their children are Jennie Chandler, who married Franklin W. Hopkins, and Arthur White.

WILLIAM WHITLOCK, born in New York city, Jan. 23, 1791, died at his residence here, July 10, 1875. He was a son of William Whitlock, prominent as a ship owner and ship master, and was descended from Thomas Whitlock, who came from England in 1640, and after a few years of residence in Massachusetts, became one of the first settlers of Gravesend, Long Island, in 1646. William Whitlock, jr., received a fair education, and, in 1812, entered the shipping business and soon created a large trade. At one time, he ranked among the largest individual owners of ocean tonnage in the United States. He did not have the control of as large a number of vessels as some others but owned most of his ships entirely. In 1825, he established a line of packet ships between New York and Havre, which flourished until the beginning of the Civil War, when the competition of steamships drove it from the sea. Mr. Whitlock exported cotton extensively and imported East India goods, particularly Manila hemp. He was a director of The Bank of America and had high credit in the chief commercial cities of the world. He retired in 1872. In 1818, he married Miss Eliza H. Scott of Catskill, N. Y., and had one son and four daughters. Religious and charitable work occupied much of his time. For many years, he served as treasurer of St. George's Church and an officer of The American Bible Society.

SAMUEL WILLETS, merchant, born in Westbury, L. I., June 15, 1795, died in New York, Feb. 6, 1883. The son of Robert and Mary Willets, respectable farmers, he came to this city early in life. A clerk with Robbins & Hicks, flour dealers, for three years, he engaged in the hardware business, at the age of twenty, with his elder brother, Amos, under the firm name of A. & S. Willets. These two, by economy, prudence and good management, gradually built up a concern, well known and respected, and the house at No. 303 Pearl street, was regarded as an example of deserved mercantile success. In 1850, the elder brother withdrew, and Samuel, with his brother, Robert R., and others of the family, organized the firm of Willets & Co. Samuel remained senior partner until the close of 1867, when he retired, having spanned fifty-two years with an uninterrupted and honorable career. For a few years more, his name appeared as a special partner. Starting with general hardware, the firm had gradually added interests of a different nature and became prominent as owners and agents in the whale fishery. California connections came later, with extensive consignments of the staples of that State, while a Mexican trade, embracing shipments of cotton, was also developed. A line of business with Texas was a subsequent acquisition, and, in 1862, the hardware department was relinquished, and exclusive attention given to the commission business, which, with the addition of a large leather interest, continues the calling of the house to this day. At the age of twenty-one, Mr. Willets married Sarah, daughter of Benjamin Hicks, a neighbor of his father. Mrs. Willets died in January, 1881. Their children were Jacob H., Robert, Amelia and Edward, all now deceased.

In early manhood, Mr. Willets was an active and courageous member of the "Society for Promoting the Manumission of Slaves and Protecting such of them as have been or may be Liberated," was exceedingly active in its affairs, freed many slaves, and united with his friend, Isaac T. Hopper, in an effort before the Legislature to secure a law, granting to persons claimed as slaves a trial by jury. Early called into many corporations, he was for over thirty-five years a director in The American Exchange Bank and at one time its president. He was one of the trustees of The Union Trust Co., a director of The Second Avenue and Third Avenue Railroads, vice president of The Stuyvesant Insurance Co., and president of The Williamsburgh Gas Light Co., governor of The New York Hospital, president of The New York Infant Asylum, The Working Women's Protective Union, and The New York Infirmary for Women and Children, and one of the advisory committee of The Association for the Relief of Colored Orphans. To the support of all of these he generously contributed. He also aided The Woman's Medical College and was especially generous to Swarthmore College. Industry, energy and punctuality were conspicuous in his administration of business, and an indomitable will nerved him with uncommon spirit. He was upright and conscientious, prompt and decisive, and a good friend and neighbor, and his familiar garb and figure will long be missed from the walks of life. By his will, he left \$25,000 each to The Association for the Benefit of Negro Orphans, The Society for Improving the Condition of the Poor, The New York Juvenile Asylum, The Children's Aid Society, and The Working Woman's Protective Union; \$50,000 each to The Society for the Relief of the Ruptured and Crippled, The New York Infirmary for Women and Children, and The New York Hospital; \$100,000 to Swarthmore College, and \$85,000 to other charities; total, \$460,000.

GEORGE GILBERT WILLIAMS, banker, one of the soundest, most conservative and best known financiers in New York, is the worthy president of the famous old Chemical Bank. This great institution was founded in 1824 as The Chemical Manufacturing Co., with banking privileges, by a number of leading members of the drug trade in this city. In 1844, its original charter expired and it was then at once reorganized as The Chemical Bank. During the war, the institution became a national bank. Of the original company, John Mason was one of the most prominent presidents. John Quentin Jones was made first president of the bank in 1844, and Mr. Williams succeeded him in 1878, and during his long, wise and successful management, the institution has become the soundest, as it is the most famous, in the city.

Mr. Williams was born in the town of East Haddam, Conn., in 1826. He descends from Welsh ancestry. His family is the one which gave birth to Roger Williams of colonial fame. His own ancestor was Robert Williams, who came to America about the time of the Pilgrims. The family has always been distinguished by its high social position and the public spirit of its members. More than thirty of its men held commissions in the armies of the American Revolution. The father of Mr. Williams was Dr. Datus Williams, a practicing physician of East Haddam for more than forty years. George first aspired to the career of a lawyer, and during his early years of careful education at home, in the district school, and the village academy, he kept this object in view. But a different career was opened to him by circumstances. Among the patients of his father was a brother of the cashier in The Chemical Bank in New York city. The lad attracted the attention of Mr. Jones, who offered to secure for him a position in the bank. The arrangement was made, and young Mr. Williams came to New York in December, 1841, and entered the employment of The Chemical Manufacturing Co., then established on the site of the present National Park Bank. He began as assistant to the paying teller. Honest, ambitious, and clear headed, he applied himself to his work with so much intelligence and success, that, at the age of twenty, he was made paying teller, and was the youngest man in the city occupying such a responsible position. Among the directors and depositors of The Chemical Bank were many of the foremost men in New York, including A. T. Stewart, Robert and Peter Goelet, John D. Wolfe, Cornelius S. V. Roosevelt, Robert McCoskrey and Japhet Bishop, a fact which renders apparent the nature of the compliment, when, in 1855, Mr. Williams was elected cashier of the bank, and when on Jan. 1, 1878, after the death of John Quentin Jones, he was elected to the presidency of the institution.

Mr. Williams has always made finance the subject of diligent study and has proved a capable and valuable manager of his great institution. Its deposits have now reached the sum of \$30,000,000. His judgment and conservatism have won the implicit confidence of leading merchants and capitalists and he has been called to many positions of trust outside of his bank. He is now director in The Union Trust Co., The Fidelity & Casualty Co., The United States Life Insurance Co., The Eagle Fire Insurance Co., The Title Guarantee & Trust Co., The Institution for Savings of Merchants' Clerks, and The Pennsylvania Coal Co.

Modest, reserved and quiet in demeanor, Mr. Williams is a cultivated gentleman and an agreeable companion in social life. He has little taste for club life, but has joined the Metropolitan and Riding clubs for certain advantages they afford, and is an enthusiastic member of The New England Society. His public spirit has been shown

by his support of The Metropolitan Museum of Art, and The American Museum of Natural History, and in many other ways.

Nov. 14, 1867, he was married to Miss Virginia King, daughter of Aaron King of New York city. His wife is a woman of great cultivation and refinement. Their union has brought them five children, one of whom is living.

Mr. Williams is a prominent member of St. Bartholomew's P. E. church on Madison avenue and one of the governors of The Lying-In Hospital.

JAMES WINSLOW, banker, born in Hartford, Conn., Feb. 17, 1815, died at his residence, 44 West 20th street, New York city, July 18, 1874. This energetic and capable man was of New England ancestry, and a lineal descendant of a brother of Gov. Edward Winslow of the Plymouth colony. He started in life as clerk in the hardware store of Erastus Corning, in Albany. Removing to New York shortly afterward, he engaged in the hardware business, which he carried on for several years with excellent success. He then entered the banking firm of Winslow, Lanier & Co., which had been established by his brother and father-in-law, and rendered important service in the promotion of Western railroad enterprises, and the negotiation of war loans for the government during the administration of President Lincoln. He was subsequently connected with national banks, and at the time of his death was vice president of The Third National. By his marriage in 1847, with Margaret, daughter of James F. D. Lanier, he became the father of Margaret Lanier, Edward, James Norton, and Annie Gardner Winslow.—His son, **EDWARD WINSLOW**, banker, was born in New York city, Jan. 14, 1850. His mother traced her line to Huguenot ancestry, and thus, in the veins of Edward Winslow flows the best blood of the Puritans of New England and the Huguenots of France. Receiving a thorough education in his native land, Mr. Winslow entered the banking house of Winslow, Lanier & Co., in Wall street in 1873 and has ever since remained identified with the firm. They are now one of the largest houses in the street and active in the re-organization of corporations. Founded, in part, to promote railroad enterprise in Indiana, this house has continued to transact a large and conservative business in investment securities to the present day. Mr. Winslow is a cultivated gentleman, exceedingly well liked in social life, and is a member of the Metropolitan, Reform, Country, City, Tuxedo, and the Larchmont, Atlantic, New York, and Corinthian Yacht clubs. He is public spirited and philanthropic, and a trustee of The New York Skin & Cancer Hospital. By his marriage with Emma Corning Sweetser, daughter of J. A. Sweetser, in 1873, he has one child, Marguerite Lanier Winslow.

FREDERICK SEYMOUR WINSTON, insurance president, a native of Ballston Spa, N. Y., born Oct. 14, 1806, died in Fernandina, Fla., March 27, 1885. He was a son of Frederick Winston, a Virginian, and of Susan Seymour, of Connecticut, who settled early in life in Saratoga county, N. Y. The Winstons came originally from Wales and settled in Virginia. Patrick Henry's mother was a member of this family. Educated in the academy in Utica, Mr. Winston began life at fifteen as clerk for Halsted, Haines & Co., wholesale dry goods merchants of New York. A breezy vigor and purity of character greatly enhanced his success, and led the firm to take him into partnership. In a few years' time, he opened a store of his own on Pine street, opposite the present building of The Mutual Life Insurance Co. While at one time among the most prominent wholesale dry goods merchants of the city, he finally failed. In 1846, he was elected a director of The Mutual Life Insurance Co., organized four years before, settled the

affairs of his firm, and thereafter gave his undivided attention to the insurance company. In 1853, he succeeded John B. Collins as president, and held this position till his death, a period of over thirty years. In 1864, he transferred the offices from the Trinity Building on Broadway to a home at the corner of Liberty street and saw the assets increase under his administration from \$2,000,000 in 1853 to \$100,000,000 in 1885. Mr. Winston was a staunch Union man during the Civil War. In 1866, he became a Commissioner of Emigration for five years, discharging this duty from conscientious motives. A member of the Protestant Episcopal church, he was also vice president of The American Bible Society and of The Protestant Episcopal City Mission Society, and otherwise an active influence in philanthropic work. A thick set, genial, man, with ruddy face, heavy iron gray hair and side whiskers, he was a notable figure. In 1833, he married Lucy Cotton, of New York, who died March 14, 1886. Of their children, four survived him, Gustavus S. Winston, M.D., Frederick M., James Sands, Mary Hoadley and Sarah Cotton.

BENJAMIN ROBERT WINTHROP, realty owner, born in New York in January, 1804, died in London, England, July 26, 1879. He traced his descent from John Winthrop, the first English Governor of Massachusetts, and, on his mother's side, from Peter Stuyvesant, the last Dutch Governor of New York. Occupied in early life as clerk in the banking office of Jacob Barker, he there met the poet Halleck as a fellow employé. Mr. Winthrop inherited a large estate from both his father and mother, which he increased by his own labors, investing his means almost wholly in real estate. He was president at one time of a marine insurance company, a trustee of the old Public School Society, and up to the time of going abroad a vice president of The New York Historical Society. He had an interest in The Bank for Savings of Merchant Clerks and at the time of his death was its first vice president. He also served as one of the governors of The Lying-in Hospital and had been for many years its treasurer. In the performance of official duty, Mr. Winthrop was extremely punctilious, often making long journeys to attend a board meeting, and once coming from Europe for that purpose. Twelve years of his life were spent abroad. By his marriage with Elizabeth A. C., daughter of William Neilson, merchant, he became the father of five children, Egerton Leigh and Neilson Winthrop; Eliza S., wife of William Kernochan; Benjamin R. Winthrop; and Mrs. Anne Neilson Curtis, of Boston.

SILAS HEMINWAY WITHERBEE, manufacturer, born in Bridport, Vt., not far from the shore of Lake Champlain, Jan. 27, 1815, died at his home in New York city, June 8, 1889. Of the large family of his father, Jonathan, a farmer, the subject of this memoir was next to the youngest child. The Witherbees are of English descent, and their ancestors were rewarded by the crown for valiant services during the Cromwellian period, receiving recognition by the gift of a title. Some of the family removed to New England in the earliest days of settlement.

Mr. Witherbee received a common school education, such as most farmers' sons began life with at that time, and as soon as he was old enough to work engaged as apprentice to a blacksmith. While his first experience was not without influence in determining his subsequent career, he did not like blacksmith's work. After a year or two, he accepted a position as clerk in the store of his brother in law at Port Henry, N. Y., just across the lake from his former home. Here he remained for several years, until he took a position as clerk with The Bay State Iron Co., whose furnaces were



S. A. Withers

located in Port Henry. About this time, June 23, 1842, he married Sophia C. Goff of Orange county, N. Y., and began housekeeping on a salary of \$600 a year. After a few years with The Bay State Iron Co., he was removed because of the jealousy of the superintendent. Mr. Witherbee had been making himself too valuable to the company and people had come to prefer dealing with him, rather than with the man actually in charge. He then went to Westport, N. Y., remaining for a while at the blast furnace located there, but The Bay State Iron Co. soon sent for him and gave him the place of the superintendent who had dismissed him.

After a few years, he formed an alliance with his nephew, J. G. Witherbee, to engage in a small way in the transportation business on Lake Champlain, and a little later they bought an interest in the iron ore mines near Port Henry, which, largely through their exertions, became famous as iron properties. Successively, the firms organized were, S. H. & J. G. Witherbee, Lee, Sherman & Witherbee, and Witherbees & Fletcher; and finally George Sherman and he, having bought all other interests, they organized the firm of Witherbee, Sherman & Co., which has always had the highest standing for integrity and financial soundness, not only in the iron trade, but throughout Northern New York. At his death, Mr. Witherbee was yet at the head of this copartnership. He was vice president of The First National Bank of Port Henry; director of The Port Henry Iron Ore Co., and president of The Lake Champlain & Moriah Railroad, besides being interested in other business ventures, local and otherwise. He became, in 1887, president of The Port Henry Furnace Co., successors of the original company, from which he had in his early life been dismissed by the superintendent.

In 1868, Mr. Witherbee removed to New York, and in the following year bought the house in which he lived until his death. He early joined the Union League club, and was one of its regular although unostentatious supporters, and a member and trustee of the Brick Presbyterian Church. In the '70s, he became interested in property in Westchester county, near New Rochelle. Largely through his instrumentality, the attractive suburb of Pelham Manor came into being. Part of his property was taken by the city for the Pelham Bay Park. He never held public office, being of an unobtrusive nature, but was always a staunch supporter of the Republican party. Of a most generous disposition, many men were helped by him in a quiet way. It was a boast of his early life, that, if he ever had more than \$20,000, all sums above that should go towards educating young men; and while this was not literally fulfilled, many young men and boys had reason to thank him for their start in life and his continued encouragement. Mr. Witherbee had three children, Elizabeth V., wife of the Rev. Lewis Francis; Mary G. W., wife of Robert C. Black, and Walter C. Witherbee.

DAVID DUNHAM WITHERS, born Jan. 22, 1822, on Greenwich street in this city, died at the Brevoort House, February 18, 1892. He was a son of Reuben Withers, a Virginian, who came to New York a boy and made a fortune in the trade with China and was at one time president of The Bank of the State of New York. The family lived at one time in a little white cottage on the site of the present statue of Washington in Union Square, then away out in the country. Graduating from Dr. Muhlenberg's school, the young man went South as a representative of the shipping house of Howland & Aspinwall, making his home in New Orleans and man-

aging their whole Southern business admirably. Alive to the opportunities of the South, he acquired an interest in a cotton plantation near Natchez, borrowing \$20,000 for this purpose on notes endorsed by his father. Later, he bought more land and in all finally owned about 2,000 acres in Louisiana and Mississippi. Several speculations in cotton resulted favorably and gave an impetus to his fortune. Investing his surplus means in corporations, gas works, railroads, etc., he finally retired from active business to enjoy the fruits of his labors. During the Civil War, he lived in Paris and elsewhere abroad, and after the return of peace established his home in New York city. Mr. Withers began in 1866 to take a lively interest in the amusements of the turf, and in 1870, in the breeding of fine horses. From the latter date, he discontinued betting on races. The Brookdale stable in Monmouth county, N. J., which he created, soon became famous as one of the most complete and excellent establishments of its class in the East. Mr. Withers invested probably \$1,000,000 in turf interests. The racing track at Monmouth Park in New Jersey came into existence largely through his efforts and expenditures. He was a member of the Knickerbocker, Metropolitan, Union and Whist clubs. No family survived him, other than his brothers and sisters.

CHARLES FREDERICK WOERISHOFFER, banker, originated in Glenhausen, province of Hesse, Germany, where he was born, Aug. 5, 1844. He died in Manhattanville, May 10, 1886. His family were worthy and reputable people but very poor and did not possess the means to give their boy a start in business life. Confronted with the stern struggle for existence at an early age, he was compelled to depend upon himself from boyhood; and this circumstance no doubt did much to develop the self reliance, the habit of thinking for himself, and the enterprise, which distinguished his subsequent career.

Trained to the requirements of business in Frankfort and Paris, he sailed for the new world in 1865 to seek his fortune. Settling in New York city, he entered the office of August Rutten as a clerk. His native capacity brought him rapidly forward, and Mr. Rutten soon made him the cashier. Not long after that, he pushed out for himself and in 1868 associated himself with M. C. Klingensfeldt, and a year or so later with others, finally becoming a member of the Stock Exchange. He then transacted very important business for L. von Hoffman & Co., who found their trust in him amply repaid by his energetic, prudent and successful ways. With them, he began to lay the foundation of a fortune. Emboldened at last to engage in business under his own name, he established in the summer of 1870 the firm of Woerishoffer & Co., stock brokers and bankers. The house was prosperous from the start, and two of the original partners soon retired rich.

The firm have always been noted for their enterprise and influence. One of the operations which won reputation for Mr. Woerishoffer was a fight he waged in 1879 with Jay Gould, Russell Sage and others for the control of The Kansas Pacific Railroad. Woerishoffer, representing a number of Frankfort investors, contracted to sell certain Denver bonds to the Gould-Sage syndicate at \$80 on the hundred, but the latter repudiated the contract and named \$70 as their price. Mr. Woerishoffer made prompt and effective use of the telegraph cable to Europe, and before the syndicate had fully prepared for his campaign, he had safely gathered within the hands of The United States Trust Co., more than a majority of the bonds, which the syndicate were after. He then had the satisfaction of telling his rivals, calmly, that as their foreclosure scheme de-

pendent on securing control of the bonds, they would have to pay full price for their coquettishness. The syndicate failed to shake his determination and were obliged to pay par value for the bonds. This operation made Mr. Woerishoffer famous in Germany and London as well as in New York. From that time forward, he enjoyed the implicit trust of every German investor in American securities; and as a result of that successful deal, Frankfort came largely into the New York stock market. About \$6,000,000 were involved in the case.

Mr. Woerishoffer was also identified with a famous campaign in Wall street, over Northern Pacific Railroad securities. While the stock of that road ranged at a high price, he declared that the earnings of the company did not warrant the fancy quotations at which the stocks were held. With the courage of his convictions, he openly sold the whole line short, standing in this operation single handed against many influential men and heavy bankers. Seeing that arguments were of no avail, his opponents decided to whip Mr. Woerishoffer into line; and a syndicate was formed to buy 100,000 shares of the stock and squeeze him out of the market. That speculation proved a merry dance for the street, but Mr. Woerishoffer led the way. Nothing seemed to daunt him. No rise or fall in quotations provoked more than a look of indifference. Countless friends assured him that he stood upon a volcano, which might wreck his fortunes and those of his friends. With a rush, the 100,000 shares were bid up to a high quotation. The whole order was filled by his own brokers, and he had cleared millions by his allegiance to the fact that stock cannot be sustained for any length of time with net earnings out of the question.

Mr. Woerishoffer led to success a dozen noted campaigns which followed in Wall street. He was conspicuous in The West Shore Railroad settlement, and his transactions in special speculations ranged at tremendous figures. Where others bought or sold thousands of shares, he handled tens and hundreds of thousands. Cool, reticent, and observing, he possessed a judgment of values intrinsic and speculative, which seldom erred and was usually exact. He knew all the resources of speculation and employed them with success both in bulling and bearing stocks. Operating through many different offices, his brokers were often ignorant of the fact that other members of the Stock Exchange, with whom they were at cross purposes, had the same client.

Fortune came to him in large operations and his generosity was proverbial. His clerks were the envy of every office in Wall street. Thousands went every month to help other men; and Mr. Woerishoffer is credited with the unexampled liberality of giving over twenty Stock Exchange seats, without reserve, to men whom he had found faithful to his interests. It was not exceptional for him to give \$1,000 checks as Christmas presents to his clerks. The charities of the city also received from him frequent and large contributions. To The German Hospital he was a large donor.

At the time of his death, he had been a power in Wall street for over twenty years. His speculations were noted for their dash, fearlessness and success. No great operator in Wall street was ever more popular among those with whom he came in contact. His life was full of dramatic incidents and his career in Wall street paralleled by few. Starting as a poor clerk, without friends or influence in America, at the age of twenty-one, at forty-three he had risen to be a power in money centres, a ruler of corporations, a maker of markets and possessed of a fortune of millions. Every iota of his far reaching influence he made for himself.

He retired from active partnership in the firm of Woerishoffer & Co., Jan. 1, 1886, but retained a special partnership and gave the succeeding firm the benefit of his frequent advice. He was also a special partner in the firm of Walsh & Hackman, at 27 William street. In 1873, he was married to Anne, the daughter of the late Mrs. Anne Ottendorfer. He had two daughters.

JOHN WOLFE, son of the late Christopher Wolfe, wholesale hardware merchant, was born on Fulton street in this city, opposite St. Paul's Church, in December, 1821. Educated in leading private schools of this city and in France, he succeeded his father in 1842 in the wholesale hardware importing and jobbing business. The trade of the house was mainly with merchants of the Southern States and the late Civil War made it necessary in 1864 to liquidate the business, then carried on under the name of Wolfe, Dash & Fisher. Mr. Wolfe then travelled extensively in Europe, visiting Egypt, the Holy Land, Constantinople, etc. He lived for several years in Dresden, Germany. He gratified a taste for the fine arts while in Europe, by the purchase of many original oil paintings, principally by leading artists of the modern French schools, a number of which are now in The Metropolitan Museum of Art. He is a member of the Century and Tuxedo clubs and a strong supporter of the public museums of the city. He was married in 1866, to Miss Angonetta B. Dash, daughter of the late Daniel B. Dash of this city. Their children were three sons and three daughters, only two of whom at present survive, Christopher Wolfe, his oldest son, and Margaret, married to Grenville, son of the late Pierre Kane of this city.

JOHN DAVID WOLFE, merchant, a native of this city, born July 24, 1792, died in New York, May 17, 1872. He bore the name of the founder of the family, who emigrated from Saxony to this city during the sixteenth century and died in 1759. David Wolfe, son of the pioneer, was an assistant quartermaster in the American army during the War for Independence and thereafter carried on a hardware trade in this city on Maiden Lane. John David Wolfe, his son, succeeded to his father's business and carried it on with success. At the age of fifty, he retired. By investment of his means in real estate, he gained a large accession to his fortune. Mr. Wolfe was a strong Episcopalian, a vestryman of Trinity church and later senior warden of Grace church, and one of the most liberal donors of his time to the institutions of his church and the new dioceses beyond the Mississippi river. With Mrs. Peter Cooper, he founded the Sheltering Arms in New York City. Wolfe Hall, a school for girls in Denver, Col., was also founded by him, and he built the theological seminary of Kenyon College, gave the fund for the College of the Sisters of Mercy in Topeka, Kan., and built homes for crippled children and destitute Christians in Suffolk county, N. Y. He aided many other charities and was first president and an organizer of St. Johnland, president of The Working Women's Protective Union, and vice president of The New York Hospital. His wife was Dorothea Ann, daughter of the second Peter Lorillard, and two daughters survived him. One of them, Catharine Lorillard Wolfe, inherited a large fortune from her father and grandfather. Born in New York, March 28, 1828, she died April 4, 1887. Cultivated, serene, and a Christian woman, her life was one of the strong influences for good in this city and a long record of gracious kindness. During her last fifteen years, she gave away more than \$4,000,000 to colleges, churches, charities and schools, not only in New York City, but in various other parts of the country.

BENJAMIN WOOD, journalist, or, as he is almost universally known, the Hon. Ben. Wood, whose life affords one of the most interesting examples of successful journalism in the metropolis, originated in Shelbyville, Ky., where he was born, Oct. 13, 1820. Henry Wood, the first American ancestor, a Quaker, immigrated to this country in 1616 and after enjoying persecution by the Puritans in Massachusetts, settled in New Jersey, where he purchased from the Indians a large tract of land, a part of which is now occupied by the city of Camden, opposite Philadelphia. Having preceded William Penn, it was Henry Wood who smoothed the way for that eminent man and assisted in the negotiations with the Indians which followed. It may be mentioned that the name of Benjamin appears to have been a favorite in the family, inasmuch as it is found in every generation in Colonial and Revolution times.

The subject of this sketch entered active business life when a youth and as supercargo of a trading vessel made several voyages to the West Indies and Central America. Subsequently, he had occasion to visit every State in the Union, and it was during this period of travel that he acquired a knowledge of human nature and habits of independence, which served to qualify him at the threshold of his career for the successes of his maturer years. He was engaged in various business enterprises for a number of years, with much success, and finally, in 1860, bought *The New York Daily News*, with which he has ever since been identified. This newspaper has always been governed by intensely Democratic convictions, and its proprietor and editor, Mr. Wood, has never hesitated, at whatever cost to himself, to champion extreme Democratic doctrines. At the time of its purchase, a national election was pending, and as events subsequently proved, the editor of the newspaper was destined to play no inconspicuous part in the struggle. Mr. Wood was quick to recognize the situation. He had already become an active factor in the field of politics, being a member of the Democratic State Central Committee, chairman of the committee appointed to unite the divergent interests of Stephen A. Douglas and John C. Breckinridge in their candidacy, and likewise chairman of the convention of Democratic editors, which met in the Astor House in this city to determine upon the policy of their party. Through these various circumstances, the eyes of public men came to be concentrated upon him as one of the important leaders in the struggle which was about to ensue.

In the autumn of 1860, Mr. Wood was elected Representative in Congress from what is now the Vth District of New York. No man in that body pleaded more strongly with voice and pen than he in behalf of the unity of the nation and against armed coercion of the South. His bold language and aggressive attitude attracted general attention throughout the Union, and it is not a matter of surprise, that, under the conditions of the time, *The Daily News* was denied admission to the United States mails and for eighteen months remained under the ban of the Federal authorities. That the people of his district were with him, however, is shown by the fact that in 1862, Mr. Wood was re-elected to Congress by an overwhelming majority, and had he not positively refused to accept the honor, he would have been again nominated in 1864. In 1880, his constituents would not accept a declination, and, for the third time, he was triumphantly elected a Representative of his district. He was never defeated when running for office, but has repeatedly refused political honors.

That the influence of *The Daily News* must have been powerful during the War is indicated by the ability and character of its editorial staff, which comprised such men



B. Wood

as John Mitchell, the Irish patriot, ex-Governor Wall of New Jersey, William Mann and Isaac G. Pray. Among the contributors whose names did not appear were James A. Bayard, Charles O'Connor, Samuel J. Tilden, Robert Garrett, sr., Jeremiah Black and Josiah Randall.

After the War, Mr. Wood was instrumental in establishing on their feet several of the journalists of the South, who had been ruined, and it was due to his liberal advances of funds that they were enabled to resume publication. *The Charleston News* of South Carolina, now *The News and Courier*, was one of the offspring of this generosity.

Mr. Wood now believed that opportunity was ripe for a new departure in American journalism. Accordingly, April 29, 1867, *The New York Daily News* made its first appearance as a one cent evening newspaper, and in the form now familiar to more than half a million daily readers. The cost of printing paper was then ten cents a pound. Notwithstanding the heavy expenses, Mr. Wood made the venture a success, and it is believed, from that time until the present, *The News* in point of circulation has distanced every other morning or afternoon journal in the United States. In fact, it may be safely said that with the exception of the *Petit Journal* of Paris and *The London Telegraph*, it probably leads the press of the world in point of circulation.

About five months prior to the change of price, Mr. Wood decided to publish a *Sunday News* at a price which would bring it easily within the reach of the masses. The other great Sunday newspapers had more or less of a circulation in the country towns and villages, but in not one were the columns wholly devoted to subjects of special local and personal interest. The field was comparatively unoccupied and inviting. Advertisers who aimed to reach the largest possible number of metropolitan readers, appreciated the value of the new medium and flocked to its standard, while an enormous circulation attested the welcome with which the paper was received by the public.

Yet farther enlarging his system of low priced newspapers, Mr. Wood began the publication of the *New Yorker Tages Nachrichten* in March, 1870, and when the Franco-Prussian war broke out, the German population of this city, who had no evening journal, were for the first time able to read dispatches from the fatherland in their own language in a one cent paper. Two years later, in 1872, the *New Yorker Sonntags-Nachrichten*, an eight page German weekly, was issued. All these publications have since moved smoothly in their several channels of prosperity and have afforded an example, which has been followed in many parts of the country.

One of the reasons why *The New York Daily News* has proved so successful is to be found in the fact that it has always been in close touch with the common people. It aided reforms and the election of public men with large, broad and wholesome ideas; and those who find it important to discern public opinion accurately cannot now neglect *The Daily News*. During a quarter of a century, every candidate it has supported for Mayor of New York, save one, has been elected. Over and over again, its influence in public affairs has been acknowledged, and more than once men of Democratic faith in the metropolis have had occasion to be grateful for its decisive strokes in periods of grave concern.

With lightning presses capable of printing 150,000 copies an hour, and in possession of every other detail of mechanism necessary for the rapid production of a newspaper, no occasion has yet arisen when Mr. Wood's facilities have been overtaxed.

Mr. Wood's first wife died in 1849, leaving him two sons. In 1867, he married Miss Ida E. Mayfield, daughter of Henry T. Mayfield. The early records spell the name Maifield. On her mother's side, she is of distinguished Scotch ancestry, a descendant of a branch of the Earls of Crawford. By this second wife, Mr. Wood had one daughter, a beautiful, distinguished looking girl, who inherits to a remarkable degree her father's traits of character. Although Mr. Wood's wife is many years his junior, the marriage proved a happy union; he is a most devoted husband and indulgent father, and is very proud of his accomplished wife and daughter. In person, Mr. Wood is of robust and sinewy frame, a trifle above medium height. In his early years he must have been a man of powerful muscular development. Strength of character is conveyed in the firm lines around the mouth. During the draft riots in this city, Mr. Wood performed signal service on several occasions in facing and turning back the angry and unreasoning crowd. On one occasion, Mr. Wood drew his revolver, and in tones whose meaning was unmistakable shouted to the crowd: "Men, you know that *The Daily News* has always been with you for the maintenance of your rights, but it is not your right to destroy the property of your fellow citizens, and you shall not pass here while I am alive to prevent it." Recognizing the old editor and knowing his determination, the leaders fell back, and in the pause which ensued the police found an opportunity to secure control. It would require many pages to chronicle the interesting incidents which form a part of the story of the venerable editor of *The Daily News*, but enough has been told to indicate the character of the oldest active proprietor of a New York newspaper, who from the start has been continuously and unchangeably true to the journal which has been the passion of his life.

SAMUEL WOOD, merchant, born in East Rockaway, Long Island, died in this city, March 20, 1878, eighty-three years of age. He was one of four brothers, the others being David, Abraham, and Epenetus, all of them bachelors and sons of a farmer. The boys came to this city about 1816 and began business as grocers on Fulton street on the site of what is now Fulton market. When their store burned down, they moved across to No. 6 Fulton street. Later, they imported liquors on a large scale. The brothers were plain men but they made a great deal of money. Epenetus died first, leaving his accumulations to his brothers. David invested his means in bonds and mortgages largely, and when he died, leaving his property to Samuel and Abraham, Samuel called in the mortgages and engaged in real estate investments, becoming a large owner in this class of property. Abraham died next, leaving a life interest in his estate to Samuel. Thus by his own efforts and inheritance from his brothers, Samuel Wood became possessed of a large fortune. He founded the village of Woodsbury on Long Island, about a mile west of his birthplace. A large portion of his estate was devoted by his will to the establishment of The Samuel Wood Benevolent Institute in this city. He had contemplated the endowment of a Free College of Music but changed this intention by a codicil. The will was declared void by the courts. Abraham Hewlett, a nephew, was his only heir at law.

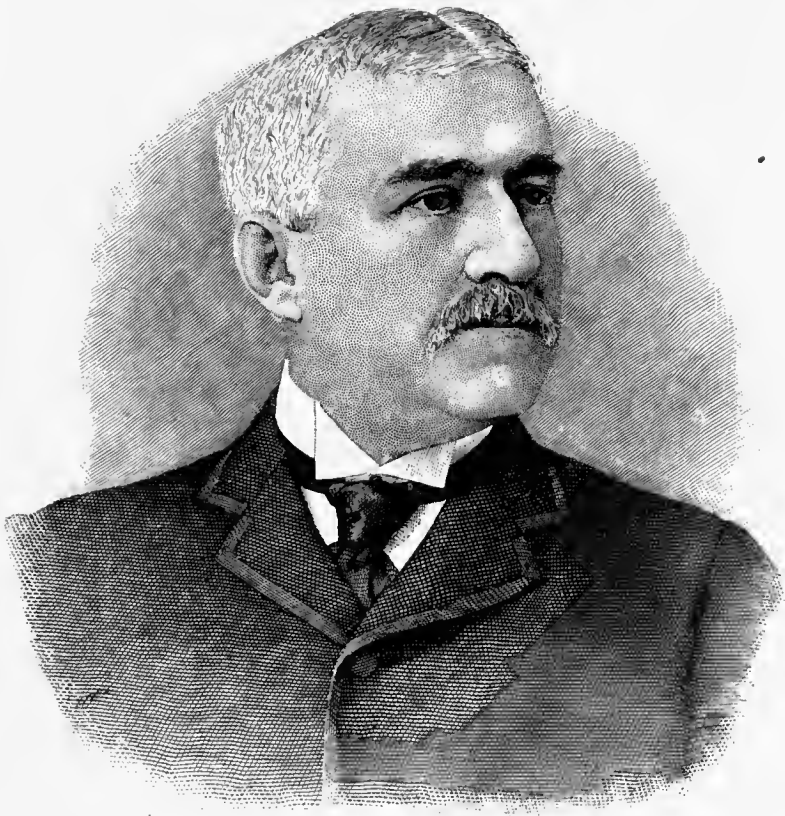
WILLIAM WOOD, one of the oldest and best known residents of this city, born in Glasgow, Scotland, Oct. 21, 1808, died in New York city, Oct. 1, 1894. His father was John Wood, a banker, of the firm of Buchanan, Wood & Co., in Charleston, S. C., with headquarters in Glasgow, Scotland. William was expected to enter the law and received an excellent education at the Universities of Glasgow and St. Andrew; but

he preferred a practical career and came to New York city in 1828 to start a branch of the Glasgow house. The firm name then was Dennistoun, McGregor & Co., but Mr. McGregor soon withdrew, Mr. Wood taking his place. He had been in New York two years, when he married Harriet A. Kane, daughter of John Kane, of New York. He then returned to Glasgow and thence to Liverpool, where he remained for several years before becoming a New Yorker for life. His banking business prospered and before the War there was hardly a house better known in this city than Mr. Wood's. At one time, he took an active part in important public movements and was interested in politics, although not an office seeker. In 1869, he retired from business. He was appointed in that year, a Commissioner of Education by Mayor Hall, and, on the passage of the new city charter the same year, the Mayor appointed him a Commissioner of the Dock Department. He always labored for the cause of education and was the founder of the Normal College. Before and during the late Civil War, Mr. Wood was an Abolitionist, in so far as he was always in favor of free trade, free speech, free religion, and of course of free labor. In 1860, the Collegiate Reformed Church of this city made him an elder. From his mother, who had inherited the place from her father, William Wood, the subject of this memoir inherited the ancestral home at Elie, Fifeshire, Scotland. The place was built about 700 years ago and has been in possession of the Wood family over 100 years. It faces the Firth of Forth, a tributary of the North Sea, and now passes to J. Walter Wood, jr., a grandson of William Wood. Mr. Wood was a member of the St. Andrew's Society and at the time of his death its oldest member. His death was due to old age. He was thrice married, his second and third wives being Miss Margaret Lawrence and Miss Helen Mason. The names of his surviving children are, J. Walter Wood, Charlotte M. Bell, Elizabeth D. Kane, Harriet M. Wood, Helen W. Watts, Dennistoun Wood, H. Duncan Wood, Chalmers Wood and V. H. L. Wood.

LORENZO GUERNSEY WOODHOUSE, merchant, retired, and capitalist, was born at Westmoreland, N. H., July 16, 1839. His father was the late Rev. Charles Woodhouse, a well known Universalist minister. His parents moved with their family in 1844 to Clarendon, Vt., and in 1849, to Fitchburg, Mass. It was here in the common schools that Lorenzo, the youngest son, received the greater part of his education. His preference for an early business life induced him at the age of thirteen and a half years to leave home and take a position in the store of his uncle, L. G. Guernsey, of the firm of Guernsey & Terry, at Hudson, N. Y.

He remained there a little over three years, when he sought a larger field of opportunities and came to New York city in January, 1856, where he entered the employment of George Bliss & Co., one of the leading dry goods jobbing houses of the metropolis. The experience gained here proved to be of great benefit to him afterward, and helped to lay the foundation of his future success. He remained for seven years with this firm, where his services were highly appreciated.

When Sumter was fired on in April, 1861, with the patriotic enthusiasm of youth he enlisted in the 7th Regiment, New York National Guard, and followed the fortunes of this regiment in its campaigns of 1861 and 1862, and saw subsequent service in riot duty. He served his full term and resigned his commission in 1868, since which time he has been one of the most active members and officers in the 7th Regiment Veteran Association.



L. M. Prothman

In the summer of 1863, he associated himself with the dry goods firm of Cooley, Farwell & Co., of Chicago, as their New York representative. He continued with their successors, Farwell, Field & Co., Field, Palmer & Leiter, Field, Leiter & Co., and Marshall Field & Co., covering a period of twenty-seven years, retiring from the latter firm in 1890. During all this time, he was their representative and for many years the manager and resident New York partner. This firm developed from a modest beginning into a mammoth concern, conducting an enormous business which is equaled by very few mercantile houses in the world. Their trade reaches every section of this country and their fame and reputation extend over several continents. The New York end of the business was under the management of Mr. Woodhouse and an important factor of this vast industry. Since his retirement from active business, he has spent much time in travel both at home and abroad.

Mr. Woodhouse was married in 1866 to Miss Emma D. Arrowsmith, daughter of Dr. J. E. Arrowsmith, of Keyport, N. J. He has always lent discriminating aid to charity, and a recent gift, worthy of special mention, is the sum of \$3,000 for an organ which he had built and placed as a memorial in the church in Fitchburg, Mass., of which his father was formerly the pastor, and which is known as the Woodhouse Memorial Organ.

Mr. Woodhouse enjoys a wide acquaintance in financial circles and possesses shrewd judgment and fine executive ability, which have rendered his services valuable to all the corporations with which he has been connected. He is now thoroughly identified with the commercial and social life of the metropolis, and a member of the Union League, Players', Lotos and Seventh Regiment Veteran clubs and The New England Society. Genial, courteous and clear in his judgments, he is a most agreeable associate in private life and ranks with the eminently successful, self-made men of the time.

FRANK WORK, stockbroker, born in Chillicothe, O., Feb. 10, 1819, is a brother of the late John C. Work. At the age of ten, he became a clerk in a general store. This was the period of State canal building in Ohio, and the lad secured a place in 1835 as a civil engineer in the construction department, remaining in that employment until, the funds of the State being exhausted, all the engineers were discharged. In 1838, Mr. Work came to New York city and entered the dry goods jobbing house of Clark, Smith & Co., as a clerk. In two years' time he was made a partner, under the name of Clark, Work & Co. In 1851, Mr. Work retired from the dry goods district and entered Wall street as an operator in stocks, establishing a stock brokerage office of his own in 1859. In 1870, the name was changed to Work & Co., bankers and stock brokers, and in 1875 to Work, Strong & Co. This well known house was for forty years active in the operations which center in Wall street and always bore a very high reputation. Mr. Work retired in 1891. He has been conspicuous on the American turf and the owner of many thoroughbreds. His stables, finished in oak and brass, illustrate the taste of a man of refinement, who loves the noble animals which are sheltered in that enclosure. Mr. Work is a member of the Manhattan, New York Yacht, and South Side Sportsmen's clubs and The Ohio Society.

JOHN CLINTON WORK, merchant, born in Baltimore, Md., died in this city, Nov. 29, 1887, in the seventy-ninth year of his age. Beginning life at the age of fifteen, as clerk in the dry goods store of Robert W. McCoy, in Columbus, O., he made every effort to fit himself for promotion, received it, and became a partner of

Mr. McCoy at twenty-one. By close economy and faithful application, he gained a little means, and coming to New York city in 1843, he formed the dry goods firm of Baldwin, Dibblee & Work, the store being then on Chambers Street. He was successful as a merchant and transacted a prosperous business until 1867, when the partners all retired. A member of the Union League club and fond of social life, he was conspicuous for his fine manner and vigorous health.

EBENEZER KELLOGG WRIGHT, bank president, rose by the possession of an unblemished character and business ability of a high order to become the honored head of one of the strongest financial institutions in the United States. He was born July 28, 1837 in Wright Settlement, a suburb of Rome, N. Y. and died in New York city, August 4, 1895. His father, Ebenezer William Wright, was a farmer, whose ancestors were among the earliest settlers of Wethersfield, Conn. In 1789, they removed to New York State and settled in Oneida county. Sophia Denio, mother of the subject of this sketch, is a sister of the distinguished Judge Denio of the Court of Appeals of New York State. One of Mr. Wright's ancestors was a signer of the original charter of Connecticut, while Benjamin Wright, a cousin of his father, was associated with Gov. Clinton in promoting and constructing of the Erie Canal.

From capable, upright and worthy parents, Mr. Wright inherited a sound constitution and an honest nature, while, from his early life upon the farm, he gained a physical vitality, which enabled him in later years to perform an amount of labor appalling to a man of lesser strength. He attended the local district schools in this State and Connecticut during boyhood, enjoyed one year at the academy in Rome, and then, in 1855, exhibited his ambition by making his entrance into business life for a few months as clerk in a store. He then became clerk in The Utica City Bank in Utica, N. Y., of which his uncle, Judge Denio, was president. The salary was small, only \$100 a year, but the new clerk proved himself a willing, ambitious and faithful youth. He gained a strong liking for the banking business, soon winning the entire respect of the officers of the bank. In 1859, Mr. Wright came to New York and secured the position of assistant teller in The Park Bank, then located at No. 5 Beekman street. He paid the strictest attention to every detail of his work and discharged every duty in his usual painstaking manner. In 1865, the institution was reorganized as The National Park Bank of New York. By 1863, the income of Mr. Wright had become sufficient to warrant his marriage, and he was united to Josephine L. Hamilton of New York, a lady of distinguished parentage, whose family were prominent in colonial times and the American Revolution and bore their part bravely in the early wars. This union brought them four children, of whom three are living: Blanche Denio, wife of Edward Bright; Beatrice Orne, and Lawrence Worth Wright.

In 1866, the bank promoted Mr. Wright successively to the positions of receiving and paying teller, and two years later, moved to its present location on Broadway. Mr. Wright's abilities having attracted attention, he was promoted in 1876 to the important post of cashier. In this responsible position, he acquitted himself with great credit. To his untiring labor and watchfulness, his genial manners, cool judgment, and thorough understanding of finance, the subsequent success of the bank was largely due. In 1878, the stockholders elected him a director; in 1888, second vice president; in 1889, vice president; and on June 20, 1890, president. After the recent death of Eugene Kelly, Mr. Wright became the senior director of the bank. This great insti-



Edmund Waller, Wright.

tution has now risen to an important position. Its capital is \$2,000,000 and its surplus \$3,000,000, while its deposits, which are upwards of \$37,000,000, are not excelled in magnitude by any other bank in the United States. It has often been said that The National Park Bank is emphatically an institution of the people. Its accounts are largely those of merchants, manufacturers and firms in practical business, and on this account its periodical statements are watched by the public as a faithful indication of the condition of general business. Mr. Wright's connection with the bank brought him opportunities for legitimate investment. He was a member of the Chamber of Commerce and trustee of The State Trust Co., of which he was an incorporator, and of other important organizations. Although not a graduate, he was honored by Hamilton College, at Clinton, N. Y., in 1894, with the degree of M.A., owing to his general culture and qualifications. In politics a Republican, he was in religion an Episcopalian, and a vestryman of Trinity Church of this city, a member of the Church club, The Empire State Society of Sons of the American Revolution, and The Society of Colonial Wars. Mr. Wright's whole career was passed in the field of finance. He never allowed social organizations or the attractions of public life to interfere with his devotion to the bank. His success was due to concentration of effort, high character, and complete mastery of his chosen occupation.

JAMES HOOD WRIGHT, banker, born in Philadelphia, died suddenly in this city, Nov. 12, 1894, at the Rector street station of the elevated railroad, in the fifty-ninth year of his age. While a youth, he learned the methods of business as a dry goods clerk, and remained in the dry goods business for several years, leaving it to become a clerk in the Philadelphia banking house of Drexel & Co. He showed ability as a financier and the managers of the firm evinced their appreciation of his capacity by frequent promotions. About 1864, he was taken into the firm as a partner. When the house of Drexel, Morgan & Co. was established in this city in 1871, he became one of the partners and soon removed to New York. Mr. Wright was interested in many business corporations and accepted the place of director of The Chicago, Milwaukee & St. Paul Railroad, The New York & West Shore Railroad, The Southern Railroad, The Edison Illuminating Co. and The New York Guaranty & Indemnity Co. He was also president of The Manhattan Hospital, in which he took a great interest, and a member of the Union League, Metropolitan, City, Riding and New York Yacht clubs. He married Mrs. Mary P. Robinson, widow of John Robinson, a former partner in Drexel, Morgan & Co., who survived him. Always public spirited in life, he left generous bequests for public objects, including \$100,000 for the public library on Washington Heights, and a yet larger sum to The Manhattan Dispensary.

WILLIAM OZMUN WYCKOFF, manufacturer, born on a farm in the town of Lansing, Tompkins county, N. Y., Feb. 16, 1835, died at the Thousand Islands, N. Y., July 11, 1895. He was a son of Ira Wyckoff, a prominent citizen and farmer. His mother was Julia A., daughter of William Ozmun, a farmer of the same town, while his early ancestors were Holland farmers, who came to this country about 1675, settling on Long Island. Mr. Wyckoff spent his early life in farming, receiving a common school education, and attending the Ithaca academy a few terms. In 1856, he settled upon a quarter section of land in Blue Earth county, Minn., with a view of securing means to attend college; but the reaction of 1857 put this out of the question, and he returned to Ithaca and took up the study of law. During the Civil War, he served two

years in the 32d N. Y. Inf., going in as a private and rising to the rank of captain. He was admitted to the bar, Nov. 16, 1863, and in the meantime had attended and received a diploma from Ames Business College in Syracuse. In 1866, he became official court stenographer of the Supreme Court for the 6th Judicial District of the State and held the position for sixteen consecutive years. The purchase of a Remington type writing machine, in 1875, for use in transcribing court reports, drew his attention to the machine itself, and, obtaining an agency for their sale, he found that he could dispose of them so successfully that he resolved to turn from professional pursuits to a practical career. First, a salesman for The Remington Standard Type-writer Co., of Ilion, he finally, about 1882, established the firm of Wyckoff, Seamans & Benedict, with about \$20,000 of capital, and made a contract with E. Remington & Sons, whereby the firm became sole agents for the sale of the machines. They were successful from the start. In 1886, they bought the whole plant and patent rights of the Ilion concern. Their business continuing to expand, Wyckoff, Seamans & Benedict were incorporated May 19, 1892, with a capital stock of \$3,000,000. Mr. Wyckoff was president of the company, which manufactures the Remington type writing machine. He was for years a resident of the metropolis and after that made his home in Brooklyn. He was a member of the Republican club and the Loyal Legion of this city and the Union League club of Brooklyn, and for several years a member of the executive committee of the latter; and a trustee of The Union Type Writer Co., and a member of the executive committee. He was married Oct. 20, 1863, to Frances V., daughter of Almon C. Ives, of South Lansing, N. Y., and their children are Edward G., now a prominent merchant of Syracuse, N. Y., and Clarence F. Wyckoff, of the class of '98, Cornell University.

Bancroft Library



Y.

JOHN SHERLOCK YOUNG, merchant and financier, born in Baltimore, Md., Aug. 24, 1814, died in New York, June 24, 1880. A son of William Loney Young, shipping merchant, in partnership with Robert Gilmore, a prominent citizen of those days in Baltimore, John S. Young came to New York when fourteen years of age, and as a boy entered a wholesale grocery house. When eighteen years old, he established a shipping house as Palmer & Young, and for the forty or more years during which he remained in business was distinguished for unceasing activity and honorable dealing. He retired from mercantile life soon after the close of the Civil War, and later became a special partner in the banking house of J. B. Summerfield & Co., in which he continued until his death. Investing his fortune largely in real estate, he gave his attention to the care of this property during the closing years of his life. Mr. Young was one of the founders and original directors of The Marine Bank, and a member of Adelpic Chapter, F. & A. M. He married Ann Smith Post, daughter of Peter R. Post, an importing merchant of this city, and was survived by his wife and four children, the latter being John Day and William Henry Young; Annie P., wife of Charles E. Bogert, and Caroline Amelia, wife of M. T. Brundage.

ANTONIO YZNAGA DEL VALLE, merchant and planter, born in Cuba, Sept. 8, 1823, died in this city, May 6, 1892. He came to this country while a boy, and obtained his education near New York, his early training making him thoroughly American in feelings and sympathies. Although he returned to Cuba and remained there for several years, he finally came back to the United States in 1847 or 1848. He then established a commission business, trading exclusively with Cuba, and for twenty-six years had his office on Broad Street. He was also a large sugar refiner. Though he owned a great deal of real estate in Cuba, including large sugar plantations on the south side of the island, he took no part in the political affairs there. When the first signs of the civil strife appeared in this country, he at once became an enthusiastic supporter of the Union. He had large interests in the South, but cast his whole influence in favor of the North. He was one of the first merchants who subscribed to raise \$60,000,000 when Mr. Chase, then Secretary of the Treasury, came to New York to obtain this amount.



Z.

ANDREW CHRISTIAN ZABRISKIE, realty owner, born in New York city, May 30, 1853, is a son of Christian A. Zabriskie and Sarah Jane Titus, his wife.

The founder of this family in America was Albert Zborowski, a nobleman, who emigrated from Holland in 1650, having previously fled from Poland, his native land, to escape political tyranny. He settled on the banks of the Hackensack river in New Jersey and married a daughter of one of the Dutch settlers. His five sons founded the numerous branches of the Zabriskie family in this country. The evolution of the surname was effected through a long series of years, until the present spelling was finally adopted. The paternal grandfather of Andrew C. Zabriskie, after whom he was named, was a well known New York merchant in the early part of this century and Adjutant of a squadron of horse in the county of Bergen, N. J., in 1798. The maternal grandfather, William M. Titus, also for many years a well known merchant in New York, served during the war of 1812 in the 11th Artillery of New York, and was on duty in the forts which guarded the mouth of New York harbor. Subsequently, he became a Captain in the same regiment. The State authorities renamed this regiment in after years as the 27th N. Y. Inf. and it is now known as the 7th Regiment, N. G., N. Y.

Christian A. Zabriskie never engaged in active business but preferred the quiet enjoyments of country life, spending much time at Paramus, N. J., upon a farm which comprises part of the estate which has now been owned by the family for more than two hundred years. His death, which took place in July, 1879, was particularly sad as he was instantly killed by the cars at Central Morrisania. One of the New York papers in its notice of the event called attention to the fact that sudden death was a mysterious heirloom in the Zabriskie family, both uncles of Andrew C. Zabriskie—Martin and John Jacob—having died suddenly. It also remarked that their family had always exerted a potent influence for good both in its native State and New York City in Church and Sunday School work. The wife of Christian A. Zabriskie was well known for large hearted charity and liberality. Possessed of an ample fortune in her own right, which she inherited from her mother, who was a daughter of Thomas Gardner, she took delight in assisting all good works, both within and without the Episcopal Church. Her devotion to her children was also one of her marked characteristics.

Andrew C. Zabriskie received an excellent education in private schools and Columbia College and early in life assumed charge of the large real estate interests of his family, a portion of which he inherited. He is a capable and enterprising man, the soul of honor, and highly regarded for ability and character by all who are admitted to his acquaintance. Possessing the military tastes of his family, he now has a long record of military service to his credit. He enlisted in 1873 in Company B., 7th Regiment, N. G., N. Y., and served over seven years in that historic and favorite organization. Subsequently, he was elected Captain of Company C, 71st Regiment, N. G., N. Y., which position he resigned only to accept, a few years later, the position of Inspector of Rifle Practice on the staff of the same organization. Captain Zabriskie is the donor of a handsome bronze trophy, which is annually shot for by the various companies of the 71st Regiment and is known as the Zabriskie Trophy.



Andrew C. Zahner Esq.

Although a Republican, he has held aloof from active participation in practical politics, his only appearance in that arena having been in 1879, when he served as treasurer of the Independent Republicans in the revolt against Governor Cornell's re-election. He has joined a few good clubs and is a member of the Metropolitan, City and United Service clubs, The Holland, New York Historical, and American Geographical Societies, and The Seventh Regiment Veteran Association, and is vice president of The American Numismatic & Archaeological Society, in whose work he takes a very great interest. In common with other cultivated New Yorkers, he has been zealous in the promotion of the higher interests of the metropolis, and is a supporter of many public institutions, including the great museums in Central Park and The National Academy of Design, both of which bear an important relation to the growth of taste in the metropolis. His collection of coins and medals, is, in certain departments, unrivalled in this country. The early history of New York city, as illustrated by its medals and tokens, has received his particular attention, as well as the Presidential and political medals of the United States. Another department in which his collection stands pre-eminent is that of Polish coins and medals. The rise and fall of the unhappy country of Poland can be traced in a most interesting manner by an examination of this collection.

In religion, Mr. Zabriskie is an Episcopalian and a delegate to the Diocesan Convention from the Church of the Incarnation, with which he has been connected since early childhood. He is treasurer of The American Church Missionary Society, treasurer of the Church German Society, and is a trustee of St. Luke's Hospital, The Sheltering Arms and other charities. Of The Bergen Turnpike Co., an ancient and powerful New Jersey corporation, he is president, and is much interested in developing his property interests there, which are very extensive.

His contributions to literature have been mostly of an historical character, and embrace a "*Descriptive Catalogue of the Medals Struck in Honor of Abraham Lincoln*," and various articles contributed to the magazines. A valued relic in his possession is a page taken from the sum book of Lincoln when a boy, which is properly authenticated by his law partner, William H. Herndon.

Captain Zabriskie owns a large island embracing over one hundred acres, in Lake Memphremagog, called Province Island, from the fact that the international boundary line passes across it. Here it is his custom to pass part of the summer, enjoying the sailing and fishing, as well as the pure invigorating air of that region.

He was married to Miss Frances Hunter, youngest daughter of the late Charles F. Hunter, president of The People's Bank of New York, on the sixth of June, 1895, at the Madison Square Presbyterian Church.

CORNELIUS ZABRISKIE, banker, born in that part of Bergen county, N. J., known as Cherry Hill, Feb. 24, 1839, is a son of the late David A. Zabriskie, a prominent and influential citizen and great grandson of a paymaster in the Continental army, noted both for his bravery and careful supervision of the finances. The family is an old one and its members have always borne a high reputation and shown marked public spirit in their respective generations.

Leaving home at the age of fifteen, Mr. Zabriskie moved to Jersey City, where, after completing his studies at the public schools, he gained a thorough knowledge of chemistry and was for nine years connected with the oldest drug house in Jersey City.

In 1863, he decided upon a change of vocation and entered the large mercantile establishment of Terhune Bro's, of Jersey City, as a clerk, and rose by excellent abilities to the head of one of the important departments of the concern. In 1871, the firm lost their place of business by fire.

With limited resources, Mr. Zabriskie then engaged in banking in Jersey City and found in finance an excellent and congenial field for his abilities. His business has grown, through persevering and intelligent labor, until now his transactions aggregate millions of dollars a year, constituting, in fact, probably the largest banking business in New Jersey. Among the noteworthy incidents of his financial career was his successful effort for the formation of a syndicate, composed of himself and other men of pecuniary strength, for the rescue of Jersey City from impending bankruptcy. Bonds to the amount of several hundred thousand dollars were about to mature and there was no money in the treasury of the city with which to pay them. Mr. Zabriskie came promptly to the aid of the authorities and supplied a sufficient sum of money to relieve the city treasury from embarrassment. He is a recognized authority upon the subject of city and county securities and one of the soundest and most respected bankers of the State, with whose history for so long a period the Zabriskie family have been identified.

Mr. Zabriskie has interested himself in a large number of local enterprises of Jersey City and vicinity, and is a director of The Hudson County National Bank of Jersey City, The First National Bank of Hoboken, The Jersey City Gas Light Co., and The Hackensack Gas Light Co., and an element of strength in them all. He is a member of the Chamber of Commerce of New York and The Washington Association of New Jersey, which was organized at a meeting of incorporators in Morristown, N. J., May 5, 1874. He is also a member of the Union League club of New York city and the Hamilton club of Brooklyn.

Always a public spirited man, he has illustrated his interest in the welfare of his fellow citizens in many ways. After the destruction of the village of Cherry Hill, N. J., by a tornado in the summer of 1895, Mr. Zabriskie contributed \$500 for the relief of the sufferers.

Since 1882, he has been a resident of the city of Brooklyn. In that year, he married O. Addie Emerson, daughter of Edward Emerson, a native of Boston. He has three children, Madeline, Orlena A. and Elvia.

AUGUSTUS ZEREGA, merchant, born in Martinique, Dec. 4, 1803, died in this city, Dec. 23, 1888. His family emigrated from Genoa about the middle of the last century and his father was a shipowner and man of large wealth and scholastic tastes. Educated first in London, he went afterward to a college in France, where he had for a school mate the late Francis S. Skiddy. Returning to his home at the age of fifteen, he made several voyages in his father's ships and learned the art of practical navigation. When seventeen years old he determined to begin life for himself, and, going to St. Thomas, purchased a small schooner, which he sailed between the islands, carrying on a lucrative trade. When twenty-one years old, he married the daughter of a Danish nobleman. Shortly afterward he took command of a Baltimore clipper ship, and sailed it under Government convoy between St. Thomas and La Guayra. In 1835, he reached Philadelphia, and that city "not stirring enough," as he expressed it, for a man of his energy, he came on to New York. In a short time, he had established himself as a shipping merchant on South street, and there laid the foundations of the "Z" line of

clipper sailing vessels. His only partner died a few years ago in this city. Among the vessels of this line were the *Queen of Clippers* and the *Antarctic*. The latter, commanded by Captain Stauffer, won celebrity by rescuing over 300 United States soldiers from the steamer *San Francisco*, when the latter foundered at sea. In 1855, Mr. Zerega retired from business with a fortune. He was a man of remarkable memory, especially for dates and figures, and retained this faculty almost to the day he died. His charities were liberal and always unostentatious. His wife survived him with nine children.

WILLIAM ZIEGLER, manufacturer, a son of Francis Ziegler, manufacturer, was born in Beaver county, Pa., Sept. 1, 1843. While William was yet a child, the family moved to the West and settled on a farm near Muscatine, Iowa. His mother, Ernestina, being left a widow when William was three years old, afterward married Conrad Brandt, an influential resident of Sweetland township in Muscatine county. In 1858, William learned the printer's trade in the office of *The Muscatine Journal* and followed varied employments for a few years, being after 1861 a druggist's clerk. In 1862-3, he graduated from Eastman's Business College in Poughkeepsie, and then came to New York, where after a struggle he secured a place in a wholesale drug store, with which he remained five years, in the meanwhile graduating from the New York School of Pharmacy. By economy, he managed to save a little capital, and in 1868, engaged on his own account in supplying bakers and confectioners with extracts, drugs, etc., not having at the time sufficient means to start a store. From this trade, sprang the enormous business in baking powder, which he subsequently developed. In 1870, he organized The Royal Chemical Co., and began the manufacture of baking powder, and in 1873, incorporated The Royal Baking Powder Co. These interests he managed with remarkable success, finally selling them in 1886. He has since invested largely in corporations. He owns a large interest in The W. B. Hislop Co., of Syracuse and Auburn, N. Y. In 1890, he bought The Price Baking Powder Co., of Chicago, now very profitable, and, in March, 1891, The Tartar Chemical Co., of Jersey City. He is also interested in The Lake Street Elevated Railroad of Chicago and *The Brooklyn Daily Eagle*, but has not been actively engaged in business since 1886. Prior to and upon withdrawing a large amount of capital from the baking powder industry, Mr. Ziegler engaged in large real estate operations and improvements in Brooklyn, especially in the 23d and 25th Wards, amounting to millions of dollars. He has also bought 2,000 lots at Morris Park, 1,500 lots in Flatbush and New Utrecht, known as the Martense Farm, 2,500 lots in Flushing and Corona, 2,000 lots on Staten Island, 6,000 lots at Linden, N. J., and much other property, including improved realty on Liberty and Cedar Streets, and Fifth and Madison Avenues in New York city. July 22, 1886, he married Mrs. E. M. Gamble, sister of Mrs. W. Jennings Demorest, of New York. He is a member of the Union League club of Brooklyn and Chicago, Atlantic, Larchmont and New York Yacht clubs, Down Town, Brooklyn and Robins Island clubs, and is a famous hunter, his house being decorated with splendid moose, caribou and deer and other trophies from the woods. Mr. Ziegler came into great prominence in Brooklyn a few years ago by his long and successful fight to prevent the extravagant purchase of The Long Island Water Supply Co., by the city. He saved the city \$1,500,000. He has been twice offered the Mayoralty of Brooklyn by the Republicans, but refused to make the canvass, the last time being governed by the failure of the Democrats to renominate Mayor Chapin, with whom he wished to contest the campaign.

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